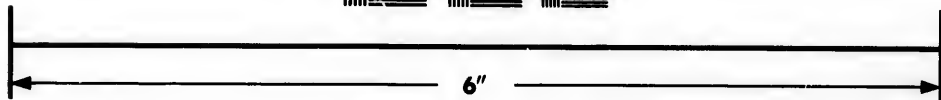
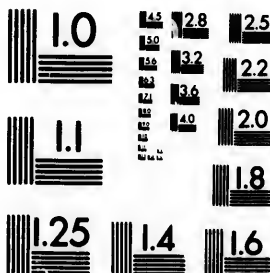


**IMAGE EVALUATION
TEST TARGET (MT-3)**



**Photographic
Sciences
Corporation**

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

0
1.6
1.8
2.0
2.2
2.5
2.8
3.2
3.6
4.0

**CIHM/ICMH
Microfiche
Series.**

**CIHM/ICMH
Collection de
microfiches.**



Canadian Institute for Historical Microreproductions / Institut canadien de microreproductions historiques

10
11
12
13
14
15
16
17
18
19
20

© 1983

Technical and Bibliographic Notes/Notes techniques et bibliographiques

The Institute has attempted to obtain the best original copy available for filming. Features of this copy which may be bibliographically unique, which may alter any of the images in the reproduction, or which may significantly change the usual method of filming, are checked below.

L'Institut a microfilmé le meilleur exemplaire qu'il lui a été possible de se procurer. Les détails de cet exemplaire qui sont peut-être uniques du point de vue bibliographique, qui peuvent modifier une image reproduite, ou qui peuvent exiger une modification dans la méthode normale de filmage sont indiqués ci-dessous.

- Coloured covers/
Couverture de couleur
- Covers damaged/
Couverture endommagée
- Covers restored and/or laminated/
Couverture restaurée et/ou pelliculée
- Cover title missing/
Le titre de couverture manque
- Coloured maps/
Cartes géographiques en couleur
- Coloured ink (i.e. other than blue or black)/
Encre de couleur (i.e. autre que bleue ou noire)
- Coloured plates and/or illustrations/
Planches et/ou illustrations en couleur
- Bound with other material/
Relié avec d'autres documents
- Tight binding may cause shadows or distortion
along interior margin/
La reliure serrée peut causer de l'ombre ou de la
distortion le long de la marge intérieure
- Blank leaves added during restoration may
appear within the text. Whenever possible, these
have been omitted from filming/
Il se peut que certaines pages blanches ajoutées
lors d'une restauration apparaissent dans le texte,
mais, lorsque cela était possible, ces pages n'ont
pas été filmées.
- Additional comments:/
Commentaires supplémentaires:

- Coloured pages/
Pages de couleur
- Pages damaged/
Pages endommagées
- Pages restored and/or laminated/
Pages restaurées et/ou pelliculées
- Pages discoloured, stained or foxed/
Pages décolorées, tachetées ou piquées
- Pages detached/
Pages détachées
- Showthrough/
Transparence
- Quality of print varies/
Qualité inégale de l'impression
- Includes supplementary material/
Comprend du matériel supplémentaire
- Only edition available/
Seule édition disponible
- Pages wholly or partially obscured by errata
slips, tissues, etc., have been refilmed to
ensure the best possible image/
Les pages totalement ou partiellement
obscurcies par un feuillet d'errata, une pelure,
etc., ont été filmées à nouveau de façon à
obtenir la meilleure image possible.

This item is filmed at the reduction ratio checked below/
Ce document est filmé au taux de réduction indiqué ci-dessous.

10X	14X	18X	22X	26X	30X
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
12X	16X	20X	24X	28X	32X

The copy filmed here has been reproduced thanks to the generosity of:

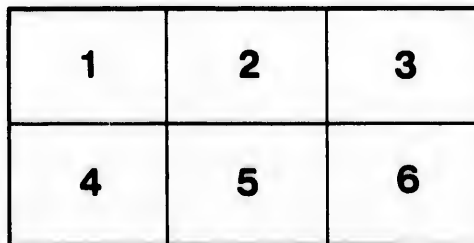
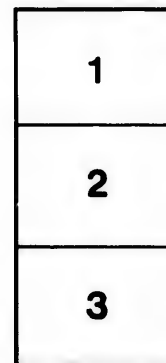
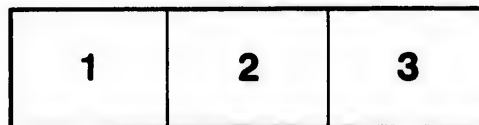
Library,
Department of National Defence

The images appearing here are the best quality possible considering the condition and legibility of the original copy and in keeping with the filming contract specifications.

Original copies in printed paper covers are filmed beginning with the front cover and ending on the last page with a printed or illustrated impression, or the back cover when appropriate. All other original copies are filmed beginning on the first page with a printed or illustrated impression, and ending on the last page with a printed or illustrated impression.

- ∞ The last recorded frame on each microfiche shall contain the symbol → (meaning "CONTINUED"), or the symbol ∇ (meaning "END"), whichever applies.

Maps, plates, charts, etc., may be filmed at different reduction ratios. Those too large to be entirely included in one exposure are filmed beginning in the upper left hand corner, left to right and top to bottom, as many frames as required. The following diagrams illustrate the method:



L'exemplaire filmé fut reproduit grâce à la générosité de:

Bibliothèque,
Ministère de la Défense Nationale

Les images suivantes ont été reproduites avec le plus grand soin, compte tenu de la condition et de la netteté de l'exemplaire filmé, et en conformité avec les conditions du contrat de filmage.

Les exemplaires originaux dont la couverture en papier est imprimée sont filmés en commençant par le premier plat et en terminant soit par la dernière page qui comporte une empreinte d'impression ou d'illustration, soit par le second plat, selon le cas. Tous les autres exemplaires originaux sont filmés en commençant par la première page qui comporte une empreinte d'impression ou d'illustration et en terminant par la dernière page qui comporte une telle empreinte.

Un des symboles suivants apparaîtra sur la dernière image de chaque microfiche, selon le cas: le symbole → signifie "A SUIVRE", le symbole ∇ signifie "FIN".

Les cartes, planches, tableaux, etc., peuvent être filmés à des taux de réduction différents. Lorsque le document est trop grand pour être reproduit en un seul cliché, il est filmé à partir de l'angle supérieur gauche, de gauche à droite, et de haut en bas, en prenant le nombre d'images nécessaire. Les diagrammes suivants illustrent la méthode.

W

NA

"P
"mu
"To
"the
"gav
"to f
"inh
"see

Pl

882/14 145/7

ROYAL NAVAL BIOGRAPHY;

OR,
Memoirs of the Services

OF ALL THE
FLAG-OFFICERS,
SUPERANNUATED REAR-ADMIRALS,
RETIRED-CAPTAINS,
POST-CAPTAINS,
AND COMMANDERS,

Whose Names appeared on the Admiralty List of Sea-Officers at the commencement of the year 1823, or who have since been promoted ;

Illustrated by a Series of
HISTORICAL AND EXPLANATORY NOTES,

Which will be found to contain an account of all the
NAVAL ACTIONS, AND OTHER IMPORTANT EVENTS,
FROM THE COMMENCEMENT OF THE LATE REIGN, IN 1760,

TO THE PRESENT PERIOD.

WITH COPIOUS ADDENDA.

By JOHN MARSHALL (B),
LIEUTENANT IN THE ROYAL NAVY.



“Failures, however frequent, may admit of extenuation and apology. To have attempted much is always laudable, even when the enterprise is above the strength that undertakes it. To deliberate whenever I doubted, to enquire whenever I was ignorant, would have protracted the undertaking without end, and perhaps without improvement. I saw that one enquiry only gave occasion to another, that book referred to book, that to search was not always to find, and to find was not always to be informed; and that thus to pursue perfection, was, like the first inhabitants of Arcadia, to chase the sun, which, when they had reached the hill where he seemed to rest, was still beheld at the same distance from them.” Johnson.

—◆—
VOL. IV.—PART I.
—◆—

London :

PRINTED FOR LONGMAN, REES, ORME, BROWN, GREEN, AND LONGMAN,
PATERNOSTER ROW.

1833.

AA
87.1
A1
M362
A.1
1833

W. Pople, Printer,
67, Chancery Lane.

Al
Al
Ar
Ar
Ar
Ar
As
Ath
Ba
Ba
Ba
Ba
Ba
Ba
Ba
Ba
Baz
Ber
Ber
Big
Blac
Bluc
Bos
Bos
Bou
Bow
Bow
Boy
Boys
Bren
Brett
Brow
Brow
Buch
Buch
Bulle
Burn

CONTENTS OF VOL. IV.—PART I.

COMMANDERS.

	Page		Page
Alcock, Richard	66	Burton, George Guy	334
Alexander, John	4	Burton, Richard	75
Alexander, Nicholas	360	Bury, Thomas	268
Annesley, Francis Charles	306 & 432	Campbell, John (<i>b</i>)	145
Anthony, Charles	147	Campbell, Lewis	416
Arrow, John Jordan	154	Canning, George	227
Arscott, Thomas	205	Carew, Thomas	207
Askey, James	249	Case, William	73
Athill, James	213	Chalmers, Charles William	239
Babington, James Boyle	411	Chiene, John	140
Baker, Francis	280	Christian, Jonathan	32
Baker, Henry (<i>a</i>)	224	Clarke, Fletcher Norton	328
Baker, Henry (<i>b</i>)	272	Clephan, James	6
Banks, Francis	120	Cobb, Smith	80
Banks, John	72	Cobbe, William	214
Barrell, Justinian	343	Cochrane, John Dundas	307
Baumgardt, William Augustus	342	Colby, Thomas	196
Bazalgette, Joseph William	197	Collins, Edward	223
Benett, Charles Cowper	271	Conolly, Matthew	135
Berney, John	278	Copeland, Richard	370
Bignell, George	400	Corbyn, Joseph	224
Blackler, Robert Tom	27	Cotgrave, Edward Stone	359
Bluett, Richard	417	Cramer, John	5
Boss, John George	28	Crichton, James Aug. S.	75
Boswell, Walter	220	Crocker, Richard	272
Bourchier, William	400	Crooke, Charles Henry	396
Bourne, Henry	132	Cumby, Charles	144
Bowden, Richard Booth	116	Curran, John Bartholomew H.	27
Bowen, George	240	Curzon, Hon. T. Roper	114
Boyd, David	341	Dalgleish, James	135
Boyes, Henry	359	Dalycell, W. Cunningham C.	94
Boys, Edward (<i>a</i>)	283	Davies, James	409
Bremer, James	9	Davies, John (<i>b</i>)	415
Brett, Peirey	34	Davy, John	304
Brown, Adam	154	Dawkins, William Robert	398
Brown, Samuel	20	Debenham, John	312 & 432
Buchanan, Archibald	273	Delafons, Thomas	153
Buchanan, William	72	De Rippe, James	6
Buller, Thomas Wentworth	417	Devonshire, Richard	329
Burnaby, Sir William C. H.	199	Dickens, Samuel Trevor	153

CONTENTS.

	Page		Page
Dickinson, Thomas (<i>b</i>)	- 251	Hatton, Henry John	- 397
Dickson, William Henry	- 376	Haultain, Charles	- 243
Dixie, Alexander	- 207	Haverfield, Robert T.	- 328
Domett, George	- 406	Hawkins, Abraham M.	- 91
Dougal, George	- 364	Hay, Patrick Duff Henry	- 398
Douglas, Pringle Home	- 199	Hay, Robert	- 411
Douglas, William Henry	- 140	Haydon, William	- 11
Drury, Henry	- 28	Haymes, Philip George	- 343
Du Cane, Charles	- 398	Heaslop, John Colpoys	- 419
Dunn, Nicholas J. C.	- 152	Herrick, William Henry	- 118
Dunn, Pascoe	- 271	Hewes, Thomas Oldacres	- 13
Dutton, Thomas	- 33	Hillier, Curry William	- 205
Duval, Francis	- 270	Hillyar, William	- 328
Eastwood, Joseph	- 371	Hilton, George	- 204
Edwards, John (<i>c</i>)	- 143	Hilton, John	- 250
Edwards, Richard F.	- 328	Hird, William	- 305
Edwards, Thomas A.	- 304	Hole, Charles	- 76
Elphinstone, Alexander F.	- 270	Holman, William	- 64
Elton, Henry	- 212	Holmes, William	- 375
Byre, Thomas	- 73	Hood, Silas Thomson	- 357
Falkiner, Charles L.	- 116	Hore, Herbert W.	- 216
Farwell, Charles	- 65	Hore, Samuel B.	- 114
Felix, Robert R.	- 418	Horn, Philip T.	- 406
Fennell, John	- 220	Hoskins, Samuel	- 282
Ferris, Thomas	- 401	Howell, Joseph B.	- 407
Fisher, John	- 209	Huggins, James E.	- 273
Fitzmaurice, Gamaliel	- 33	Hutchinson, Charles	- 304
Fleming, John	- 337	Hutchinson, William (<i>a</i>)	- 198
Fleming, Richard Howell	- 412	Inclendon, Robert	- 114
Forbes, John	- 65	Ingham, George	- 224
Forster, Thomas	- 151	Irons, John	- 12
Fuller, Rose Henry	- 277	Jackson, Robert M.	- 153
Gallwey, Thomas	- 65	Jackson, William R.	- 127
Gape, Joseph	- 151	James, Edwin	- 156
Gardner, James Baynton	- 359	Jekyll, John	- 65
Garrety, James Henry	- 7	Johnson, Edward	- 327
Giddy, Charles	- 331	Julian, John	- 223
Giles, Robert	- 64	Julyan, Robert	- 202
Gill, Thomas	- 239	Kains, John	- 148
Gilmour, John	- 8	Keenan, John	- 72
Glen, Nisbet	- 145	Keith, Sir George M.	- 152
Gordon, George	- 341	Kelly, William (<i>b</i>)	- 27
Gordon, James Gabriel	- 375	Kent, Bartholomew	- 354
Gordon, Robert James	- 201	Kent, William G. C.	- 161
Gordon, William	- 371	King, Henry	- 335
Greenaway, Richard	- 199	Kinsman, John K.	- 118
Greene, Charles	- 304	Kneeshaw, Joshua	- 148
Greenlaw, John P.	- 238	Knight, Hood	- 269
Gregory, William	- 5	Lambert, John	- 221
Griffinhoofe, Thomas S.	- 115	Lascelles, John F.	- 329
Groves, James	- 150	Laugharne, William	- 332
Hall, Edward	- 75	Lechmere, Charles	- 399
Hall, William	- 305	Le Hunte, Francis	- 275
Hamley, William	- 261	Leith, William F.	- 239
Hamlyn, Charles	- 330	Le Vesconte, Philip	- 415
Harness, Richard S.	- 330	Lewin, Richard J.	- 339
Harris, James	- 371	Lowcay, Henry	- 127
Harvey, Charles B.	- 301	Lowthian, Robert	- 145

CONTENTS.

Page		Page		Page
397	Luke, George (<i>b</i>)	283	Prickett, John	75
243	Lynne, Henry	5	Pyne, Henry	301
328	M'Coy, Robert	227	Radford, Samuel	149
91	M'Culloch, Thomas	80	Rayley, Charles	136
398	M'Killop, John G. M.B.	198	Revans, Thomas	407
411	M'Konochie, Alexander	399	Riel, Charles	406
11	M'Meehan, Arthur	70	Richards, William	261
343	M'Pherson, George	409	Rhodes, John H.	271
419	M'Qabac, Peter	272	Roberts, Daniel	70
118	Maingy, Peter	364	Roberts, Mitchell	333
13	Mangles, James	361	Roberts, Thomas	1
205	Mansel, Thomas	239	Roberts, William (<i>a</i>)	406
328	Mapleton, David	157	Roberts, William G.	401
204	Marrett, Joseph	71	Roberts, William P.	69
250	Marshall, Henry M.	278	Robinett, Roger	335
305	Mason, Henry Browne	369	Rokeby, Henry R.	368
76	Matthews, Michael	401	Rooke, Frederick W.	69
64	Meade, John	83	Rose, James	119
375	Meara, James	213	Rowed, Henry	218
357	Medlicott, John	200	St. Clair, David Latimer	83
216	Mercadell, Alexander	331	Sanders, Thomas	408
114	Methven, Thomas	64	Sarmon, George Woods	367
406	Molesworth, Bouchier	154	Scobell, George T.	34
282	Monilaws, William	404	Scott, Edward F.	401
407	Montgomery, Thomas	363	Scott, Henry W.	364
273	Moore, Charles (<i>b</i>)	418	Scott, John	359
304	Moorman, Richard	268	Scriven, Timothy	122
198	Morgan, John F.	335	Seager, John	221
114	Morgan, Thomas	340	Seward, Charles	340
224	Morris, John Row	221	Seymour, Francis E.	154
12	Murley, William	132	Shaw, Isaac	117
153	Nares, William H.	281	Shed, Robert	222
127	Neill, Joseph	396	Shepherd, John (<i>a</i>)	76
156	Newton, Vincent	198	Shippard, William	75
65	Nicholas, John	198	Sibbald, James	371
327	Ninis, George	221	Simpson, Thomas (<i>a</i>)	11
223	Norton, George	217	Skipsey, Robert	396
202	Oliver, James	140	Smith, John Bernhard	90
148	Oliver, Robert (<i>a</i>)	329	Smith, Robert	152
72	Otty, Allen	373	Southey, Thomas	11
152	Owen, Charles C.	342	Squire, Charles	32
27	Parker, Frederick A. H.	240	Stanton, Anthony C.	327
354	Parker, Henry	280	Stewart, Allan	221
161	Parson, John	408	Stewart, Edward	207
335	Patey, Joseph	374	Stirling, James (<i>b</i>)	273
118	Paynter, John P.	416	Streatfeild, Richard	199
148	Pearson, Charles	305	Streatfeild, Robert	363
269	Pearson, Hugh	202	Street, Benjamin	4
221	Pedlar, George	334	Style, William	37
329	Pengelly, Charles	331	Suckling, William B.	282
332	Penruddocke, George	270	Sykes, John	336
399	Phillips, John Geo.	336	Sykes, Thomas	133
275	Pickard, James	209	Symonds, John C.	312
239	Pigot, Richard H. H.	200	Symons, James (<i>b</i>)	411
415	Pilch, Robert	139	Taylor, Henry	242
339	Popplewell, Matthew J.	132	Thomas, Abel W.	238
127	Poyntz, Newdigate	400	Thruston, Charles T.	37
145	Price, John	69	Tomlinson, Robert	216

CONTENTS.

	Page		Page
Townsend, James	- 277	Whitaker, Thomas	- 369
Tracey, John	- 214	White, Mark	- 405
Treacy, Joshua	- 66	Whyte Edward	- 147
Truscott, Francis	- 336	Wilbraham, Richard	- 224
Truscott, George	- 68	Williams, Peter	- 325
Tullidge, Joseph C.	- 15	Williams, Thomas	- 277
Turberville, Edmund	- 272	Wilson, Andrew	- 79
Tupman, George	- 405	Wilson, Thomas	- 312
Turnour, Hon. Arthur R.	- 401	Wilson, Thomas H.	- 217
Tyler, Charles	- 37	Windeyer, Walter	- 363
Undrell, John	- 361	Woodley, William	- 406
Valpy, Anthony B.	- 304	Worsley, Miller	- 374
Vassall, Nathaniel	- 217	Wriford, Samuel	- 405
Walker, James Robertson	- 376	Wright, Mayson	- 118
Walker, Robert	- 147	Wright, William E.	- 420
Watson, John	- 220	Wyatt, Henry B.	- 399
Weeks, John	- 71	Yates, Robert B.	- 340
West, Christopher	- 200	Young, Thomas B.	- 135
Weymouth, Richard	- 340		

ADDENDA.

‡ Annesley, Francis Charles	- 432	† Smith, Thomas	- 428
‡ Debenham, John	- 432	† Vincent, Andrew Atkins	- 429
* Littlehales, Bendall Robert	- 422	† Willoughby, Sir Nisbet J.	- 424
† Maude, Hon. James Ashley	- 424	‡ Young, Robert Benjamin	- 423
* Shirley, George James	- 421		

ERRATA.

- Page 20, line 7, for 17th, read 7th.
 — 115, — 16, for engineers, read engineers.
 — 137, — 5 from the bottom, for April 5th, read in April.
 — 138, — 7, after employed in, insert Egypt and.
 — 177, at the head of the page, insert 177.
 — 201, line 21, for safety, read safety, in 1812.
 — 222, last line but five of the small type, for Cain, read Cane.
 — 224, line 15, for INGRAM, read INGHAM.
 — 273, — 5, for JAMES HUGGINS, read JAMES EDWARD HUGGINS.
 — 278, — 4 from the bottom, for Elmoand, read Elmo and.
 — 324, — 14 of the large type, for a vessel, read a Papenbrough vessel.
 — 328, — 7 from the bottom, after ROBERT insert TURNSTALL.
 — 337, — 3, for Fisguard, read Fisgard.
 — 344, — 8, after Clay insert a comma.
 — — 12, for Whiteby, read Whitby.
 — — 13, for Rachborne, read Rathborne.
 — 346, — 9 from the bottom, for Blaney, read Blamey.
 — 352, — 4, after there, insert also.

* Now Rear-Admirals.

† Captains.

‡ Commanders.

Page
- 369
- 405
- 147
- 224
- 325
- 277
- 79
- 312
- 217
- 363
- 406
- 374
- 405
- 118
- 420
- 399
- 340
- 135

ROYAL NAVAL BIOGRAPHY.

COMMANDERS.

(Continued.)

THOMAS ROBERTS, Esq.

THIS officer first went to sea in the Swallow brig, Captain (now Sir William) Hargood, early in 1790; and joined the Bombay Castle 74, Captain (afterwards Sir John T.) Duckworth, at Spithead, on the 8th June following. In 1793, he was sent by the latter officer, then commanding the Orion 74, with Captain Solomon Ferris, of the Scorpion sloop, to obtain a more practical knowledge of seamanship; and in that vessel we find him running down the coast of Africa, touching at Ascension, and proceeding from thence to Barbadoes, where he again joined the Orion. He afterwards visited North Carolina; and, on his return home, was removed to the Cyclops frigate, Captain (now Sir Davidge) Gould, fitting out for the Mediterranean, where he followed that officer into the Bedford and Audacious, third rates. He was, consequently, present at the reduction of Bastia, in May, 1794; at the capture of two French line-of-battle ships, by the fleet under Vice-Admiral Hotham, off Genoa, Mar. 14th, 1795; and at the destruction of l'Alcide 74, near the Hières Islands, July 13th following.* In the first of these skirmishes with the republican fleet, the Bedford was second a-head in the line-of-battle, and warmly engaged with

* See Vol. I. Part I. p. 251, *et seq.* and the notes at pp. 340 and 254.

the *Ca-Ira* 80; her loss consisted of seven men killed, and a lieutenant and seventeen men wounded. After the latter affair, Mr. Roberts returned home, master's-mate of the *Camel* store-ship, Captain Edward Rotheram; and, subsequently, joined the *Eurus* 32, Captain James Ross, on the North Sea station; from which frigate he was promoted into the *Serpent* sloop, Captain Richard Buckoll, in Dec. 1796.

Between Jan. 5th and July 6th, 1797, the *Serpent* was employed in making a voyage to and from the coast of Africa, during which she detained a Swedish merchantman, laden with Dutch and Spanish property to the amount of 40,000*l.*; and captured a felucca, which had been despatched from Cadiz, to apprise the South American trade of the commencement of hostilities between Great Britain and Spain. She afterwards cruised off Havre, under the orders of Sir Richard J. Strachan, and, among other prizes, took a French transport laden with naval stores. On the 6th of Jan. 1798, she again sailed for Africa, where her commander fell a sacrifice to the climate, in the month of April following.

There being no other man-of-war then in company, Mr. Roberts, who had been first lieutenant of the *Serpent* ever since he held a commission, appointed himself successor to Captain Buckoll; but as a commodore was on the coast at the time, the Admiralty did not consider the death vacancy properly filled, and therefore refused to confirm him.

After interring the remains of his late commander, at James Fort, Accra, Lieutenant Roberts immediately collected a large and valuable fleet of merchantmen, chiefly bound to Surinam; and he appears to have been the first who ever conducted a convoy thither, two other officers, who had before made the attempt, having missed the land, whilst he, on the contrary, made it to a mile by lunar observations. He then ran down to Jamaica, and there received from Sir Hyde Parker an order to act as commander of the *Serpent*, which appointment was confirmed by the Admiralty, July 23d, 1798.

In the ensuing year, Captain Roberts, whose health had

become very much impaired, was sent home as whipper-in to a fleet of 113 West Indiamen, under the protection of the *Regulus 44*, bearing the flag of Vice-Admiral R. R. Bligh, who very soon parted company in a storm, and was not again seen by the *Serpent* until the third day after her arrival in the Downs. Eight or ten of the merchant vessels also parted company when outside the windward passages; but all the others were kept together and conducted safely into port by Captain Roberts, who had occasionally to chase away the enemy's privateers, which hovered about this valuable convoy, together with the usual difficulty of keeping the fast sailing vessels within bounds.

During the remainder of the war, the *Serpent* was employed on the Irish station; but, with the exception of one cruise, Captain Roberts does not appear to have been favored with the least chance of distinguishing himself, otherwise than by his careful attention to the trade constantly under his protection. Whilst on that cruise, he fell in with, and used every effort to get alongside of, a French frigate-built privateer, pierced for 36 guns, and apparently full of men; but owing to her superior sailing, and the darkness of night, she effected her escape without being brought to action.

On the renewal of hostilities, in 1803, this zealous officer was one of the first appointed to raise sea-fencibles in Ireland; on which service he continued until the dissolution of that corps, in the end of 1810. During this period he repeatedly applied for an active appointment; and we latterly find him volunteering to serve on the Canadian lakes, but without success: having no interest, and never having had an opportunity of achieving any brilliant exploit, his applications were utterly disregarded; although his long and arduous services in the *Serpent* may surely be said to have entitled him to some little consideration. His more fortunate brother, Samuel, is a captain in the royal navy, and C. B.*

* See Suppl. Part IV. pp. 28—31; and Vol. III. Part II. p. 440 *et seq.*

BENJAMIN STREET, Esq.

OBTAINED the rank of lieutenant in July, 1800; and distinguished himself on various occasions whilst commanding the *Staunch* gun-brig, off Isle Bourbon, in 1810. The following is an extract of an official letter from Captain (now Sir Josias) Rowley to Vice-Admiral Bertie, reporting the capture of *la Venus* French frigate, of 44 guns and 380 men :

“ I think it my duty to mention the active zeal shewn by Captain Tomkinson, of the *Otter*, and Lieutenant Street, of the *Staunch*, both on the present service, and those on which we have lately been engaged*; the latter is an officer of long service, whose merits being well known to you, renders it unnecessary for me to recommend him to your notice.”

In Dec. 1810, Lieutenant Street received the public thanks of Major-General Abercromby, for his “ indefatigable exertions” in landing the army under that officer’s command, near Pert Louis, in the Isle of France†; and his conduct on this occasion was thus officially noticed in the naval despatches :

“ Nor should I omit to bear testimony to the unwearied exertions of Lieutenant B. Street, commanding the government armed-ship *Emma*, who was employed for many successive nights in sounding, and, as it has been proved, gained a perfect knowledge of the anchorage on the enemy’s coast, and who was equally strenuous in his services, in various ways, on shore. (Signed) “ALB. BERTIE.”

For these services, Lieutenant Street was promoted to the rank of commander, Mar. 4th, 1811.

JOHN ALEXANDER, Esq.

SERVED as midshipman on board the *Royal George*, first-rate, bearing the flag of Sir John T. Duckworth, during the expedition against Constantinople; and was badly wounded by the Turks, at the island of Prota, Feb. 27th, 1807.‡ On the following day, he was promoted to the rank

* See p. 16 *et seq.*, and Vol. I. Part II. p. 629, *et seq.*

† See Vol. II. Part I. p. 417. ‡ See Suppl. Part II. p. 139.

of lieutenant. We subsequently find him serving under Captain (now Rear-Admiral) Thomas Harvey, in the Standard 64. His commission as commander bears date, Mar. 14th, 1811.

This officer married, Aug. 22d, 1819, Anna Maria, second daughter of the Rev. J. Price, vicar of Merriott, co. Somerset.

JOHN CRAMER, Esq.

WAS made a lieutenant in 1795; and promoted to the rank of commander, Mar. 15th, 1811.

HENRY LYNNE, Esq.

WAS made lieutenant in 1794, and appears to have been a passenger on board the Laurel 22, Captain John Charles Woolcombe, when that ship was captured, after a gallant action, near the Mauritius, by the French 40-gun frigate *Canonnière*, Sept. 12th, 1808. He subsequently commanded the Emma government transport, at Isle Bourbon, where he contributed by his "indefatigable exertions" to the re-establishment of our naval supremacy in the Indian Ocean, as was officially acknowledged. In Dec. 1810, he acted as commander of the Eclipse sloop, at the capture of the Isle of France; and in Feb. following, we find him taking possession of Tamatavé, thereby securing to the British "an unmolested traffic with the fruitful and abundant island of Madagascar." He obtained his present rank on the 18th of April, 1811, and continued to command the Eclipse (latterly on the West India station) until July, 1814.

WILLIAM GREGORY, Esq.

WAS made a lieutenant in Oct. 1802, and promoted to his present rank in April, 1811. He subsequently commanded the Electra sloop, on the Newfoundland station, where he captured, July 7th, 1813, the American privateer schooner

Growler, mounting one long 24-pounder and four eighteens, with a complement of sixty men. Since the peace he has been employed in the Ordinary at Sheerness.

JAMES DE RIPPE, Esq.

Was made a lieutenant in May, 1804, and promoted to the command of the Racehorse sloop, on the Cape of Good Hope station, April 18th, 1811. On the 20th of the following month, he witnessed the capture of *la Renommée*, French frigate, near Madagascar; and on the 24th, assisted in taking possession of her late consort, *la Néréide*, together with several merchant vessels, in the port of Tamatavé.* He died in the year 1828.

JAMES CLEPHAN, Esq.

Is a native of Fifeshire, and appears to have served his time as an apprentice in the merchant service. In July, 1794, having fallen into the hands of a press-gang, he entered as an able seaman on board the *Sybil* 28, Captain the Hon. Charles Jones†, by whom he was rated master's-mate of the *Doris* frigate in Oct. 1795. Subsequent to the demise of that officer‡, we find him serving in the latter ship, under Captains John Halliday and Charles Brisbane, until advanced to the rank of lieutenant for his gallant conduct at the attack and capture of *la Chevrette*, French national corvette, in Camaret bay, near Brest, July 22d, 1801. To the account already given of this brilliant enterprise§, we have now to add, that, although knocked overboard when mounting her side, he was the first person who gained the enemy's deck; and that he there received several slight wounds, of which no mention was made in the surgeon's report. On receiving his first commission from Admiral Cornwallis, that veteran

* See Vol. II. Part II. p. 833 *et seq.*

† Afterwards Viscount Ranelagh. ‡ Dec. 24th, 1800.

§ See Vol. II. Part II. p. 884 *et seq.*

chief thus addressed him :—“ *Your country is much indebted to you for your gallant services ; you are now a lieutenant of the Namur ;—you well deserve your promotion ;—few officers have earned it so hardly.*”

The *Namur* 90, Captain the Hon. Michael De Courcy, was paid off in April, 1802 ; from which period Mr. Clephan continued on half-pay until Mar. 1803, when he was appointed to the *Spartiate* 74, Captain George Murray. In this ship he visited the West Indies, under the command of Sir Francis Laforey, at whose particular request he became her first lieutenant immediately after the battle of Trafalgar*, and remained as such until she was put out of commission in Dec. 1809. His next appointment was, in Aug. 1810, to be first of the *Dragon* 74, fitting out for the flag of Sir Francis, by whom he was promoted to the command of the *Charybdis* sloop, on the Leeward Islands' station, April 20th, 1811.

On the 31st Dec. 1812, Commander Clephan captured the American schooner privateer *Blockade*, of 10 guns and 66 men, near the island of Saba. The *Charybdis* was paid off at Deptford, in Aug. 1815 ; since which he has not been employed.

JAMES HENRY GARRETY, Esq.

OBTAINED the rank of lieutenant in May, 1801 ; commanded the *Favorite* hired armed cutter, in action with the *Flushing* flotilla, May 16th, 1804† ; and lost an arm, whilst gallantly defending the *Plumper* gun-brig, near Granville, July 16, 1805.

“On the 15th of July,” says Mr. James, “the gun-brigs *Plumper* and *Teazer*” (the latter commanded by Lieutenant George Lewis Kerr), “while cruising off the port of Granville, found themselves becalmed, and likely to be carried into danger by the strength of the tide. They therefore anchored near the island of *Chausey*, but, owing to the exigency of the moment, at too great a distance apart to benefit by any mutual support, in the event of being attacked before a breeze sprang up. The critical situation of these brigs being plainly seen from Granville, which was

* See Suppl. Part III. p. 181.

† See Suppl. Part I. p. 17.

not four leagues distant, Capitaine Louis Léon Jacob, commanding the several divisions of the flotilla that were assembled between Saint-Malo and Cherbourg, resolved to send some gun-vessels to attempt the capture of them. Accordingly, as soon as it grew dark, seven of the largest class of French gun-vessels, armed each with three long 24-pounders and an 8-inch howitzer, and amply supplied with men and musketry, swept out of the port, under the command of Capitaine Joseph Collet. On the 16th, at 2-30 A. M., they arrived within long range of the *Plumper*, and opened a fire upon her from their heavy long guns; taking such a safe position, as they advanced, that the brig's 18-pounder carronades could only at intervals be brought to bear upon them. In the course of half an hour Lieutenant Garrety, who from the first had conducted himself in the bravest manner, had his arm shot away; but he continued, for some time, to animate his men in repulsing the enemy. At length, at the end of an hour's cannonade, from which she had greatly suffered in hull and crew, the *Plumper* surrendered.

"Having shifted their prisoners and manned the prize, the French rested at an anchor, until the tide turned again in their favour at 6 A. M.; when, accompanied by the *Plumper*, they weighed, and stood for her late consort. At 8-45, the seven French gun-vessels and their prize commenced firing at the *Teazer*; who, at 9 A. M., cut her cable, and, setting all sail, tried to escape. But the calm continuing, the brig made little or no progress; and her opponents soon surrounded and captured her. The British loss on this occasion has been noticed nowhere but in the French accounts. By these it appears that the two brigs had, including Lieutenant Garrety, seventeen men badly wounded, the greater part on board the *Plumper*; but, with respect to the killed, which probably amounted to four or five, no intelligence was obtained. The loss on board the French gun-vessels appears to have amounted to five men wounded, including Captain Collet; who, on the afternoon of the same day, entered *Granville* with his two prizes."

On the 5th of Feb. 1806, a pension was granted to Lieutenant Garrety, the amount of which, at the time of his death, was 200*l.* per annum. On the 3d of May, 1811, he was promoted to the rank of commander; and in Jan. 1812, appointed to the *Parthian* sloop, on the North Sea station. He married a sister of Lieutenant Joseph G. H. Gramshaw, R. N.; and died in the year 1827.

JOHN GILMOUR, Esq.

OBTAINED his first commission in Sept. 1801; and was senior lieutenant of the *Caroline* frigate, at the capture of

Banda-Neira, the chief of the Dutch Spice Islands, Aug. 9th, 1810. In the official report of that conquest, made by Captain (now Sir Christopher) Cole to Rear-Admiral Drury, there appears the following passage :

“ The colours of Forts Nassau and Belgica will be presented to your excellency by Lieutenant John Gilmour, who has served nine years in this country as a lieutenant, and a large portion of that time as first lieutenant under my command. Although labouring under severe illness, he took charge of the ship on my quitting her; and his seaman-like and zealous conduct in the discharge of his trust was most conspicuous.”

Lieutenant Gilmour's promotion to the rank of commander did not take place until July 1st, 1811. He died in the year 1823.

JAMES BREMER, Esq.

SON of the late Captain James Bremer, R. N. (whose services are briefly recorded in Charnock's *Biographia Navalis*), by Marianne, sister of Lieutenant Daniel Gernier, who perished on board the *Ranillies* 74, near Plymouth, Feb. 15th, 1760*.

This officer was born at Southampton, Jan. 15th, 1767; and had scarcely attained the sixth year of his age, when he accompanied his father, in the Pearl frigate, to Newfoundland. On his return home, in 1774, he was placed at school, where he continued until July, 1778, when we find him embarking as a midshipman on board the *Vigilant* 64, in which ship he served, under Captains Robert Kingsmill and Sir Digby Dent, on the Channel and West India stations, upwards of three years. The most remarkable events of which he was an eye-witness, during that period, were the action between Keppel and D'Orvilliers, off Ushant, July 27th, 1778; that between Byron and D'Estaing, off Grenada, July 6th, 1779; and those between Rodney and De Guichen, off Martinique, in April and May, 1780. In these encounters

* See Suppl. Part I. note * at p. 458.

14 of his shipmates were killed, and he, with 30 others, wounded.

The Vigilant was paid off, at Chatham, Sept. 3d, 1781; and Mr. Bremer remained on shore from that period until April 15th, 1782, when he joined the Crocodile 24, Captain Albemarle Bertie, on the Downs station. Whilst in this ship, he was blown up and severely burnt, during an action with a Dunkirk privateer of 32 guns. On the 22d Aug. he followed Captain Bertie into the Recovery frigate, then about to accompany Lord Howe to the relief of Gibraltar; and after the performance of that service, witnessed a partial action with the combined forces of France and Spain, off Cape Spartel.

On the 24th May, 1784, Mr. Bremer, then serving under Captain Jonathan Faulknor, in the Proselyte 32, at Quebec, was discharged into the Boreas 28, Captain Horatio Nelson, for a passage to the Leeward Islands, where he appears to have been principally employed in the Berbice schooner, tender to the Adamant 50, flag-ship of Sir Richard Hughes, commander-in-chief, with whom he returned home in the autumn of 1786. His next trip was to the same station, in the Sybil 28, Captain Richard Bickerton, under whose command he continued from Mar. 7th, 1787, until Sept. 30th, 1790; when we find him drafted, with the other petty-officers of that frigate, into the Boyne 98, Captain George Bowyer, from which ship, then fitting out at Woolwich, he was at length promoted to the rank of lieutenant, by commission dated Nov. 22d, 1790. His subsequent appointments were, to the Childers sloop, Captain (now Sir Robert) Barlow, employed in the suppression of smuggling;—to the Prince 98, bearing the flag of Rear-Admiral Bowyer, in the Channel fleet;—to the command of the Bull-dog gun-boat, fitting out for the Jersey station;—to the Ruby 64, Captain Edwin Henry Stanhope, of which ship he became first-lieutenant after the surrender of the Cape of Good Hope;—to command, *pro tempore*, the Vindictive 28, one of the Dutch squadron taken in Saldanha bay;—to be first of the Director 64, Captain William (*alias* Bounty) Bligh, on the North Sea station;—to the

superintendence of a signal station on the coast of Suffolk ;—to the command of the Constant gun-brig ;—to the sea-fencible service, at Looe, in Cornwall ;—to the command of the Chance cutter, on the Portsmouth station ;—to that of the Suffolk prison-ship, moored in Portchester Lake ;—to be acting-agent of transports in the expedition against Guadeloupe ;—to serve as supernumerary lieutenant of several ships on the Leeward Islands' station, where he continued until advanced to his present rank, Aug. 1st, 1811 ;—and lastly, May 28th, 1813, to be principal agent for prisoners of war, &c. at Jamaica, from whence he returned home in Sept. 1815.

Commander Bremer married Catherine Saumarez, daughter of Mr. Thomas Mounsteven, of Windsor House, Bodmin, co. Cornwall. His eldest son is an officer in the 53d regiment of foot.

THOMAS SIMPSON (*a*), Esq.

(*Seniority, 1st August, 1811.*)

THOMAS SOUTHEY, Esq.

HAS been twice wounded in action with the enemy—first, while serving as midshipman on board the Mars 74, Captain Alexander Hood, at the capture of the French line-of-battle ship Hercule, April 21st, 1798* ; and, secondly, as lieutenant of the Bellona 74, Captain Thomas Boulden Thompson, at the battle of Copenhagen, April 2d, 1801. He obtained his present rank on the 1st Aug. 1811.

WILLIAM HAYDON, Esq.

WAS made a lieutenant in Sept. 1799 ; and promoted to the rank of commander, Aug. 1st, 1811.

* See Vol. II. Part II. p. 615, *et seq.*

JOHN IRONS, Esq.

Was born at Aberdeen, in Scotland; and appears to have first embarked as midshipman, on board the *Formidable* 98, Captain William Parker, May 23d, 1790. After the settlement of the then existing dispute between Great Britain and Spain, he passed through the south of France to Turkey; and on his return from thence, sailed for Greenland in a ship which is said to have penetrated as far as lat. 82° 30' N. In 1793, he joined the *Lion* hired armed vessel, on the Channel station; and from her removed into the *Nonsuch* 64, employed as a floating battery in the expedition to Ostend. We next find him in the *Stately* 64, Captain Billy Douglas, under whom he assisted at the reduction of the Cape of Good Hope, in Sept. 1795; and at the capture of a Dutch squadron, in Saldanha bay, Aug. 17th, 1796*. He subsequently served in the *Firm* gun-vessel, *Dart* sloop, *Melpomene* frigate, and *Isis* 50; the latter ship bearing the flag of Vice-Admiral Andrew Mitchell, in the expedition to Holland, in 1799 †.

After the fall of the Helder, and the consequent surrender of the Dutch fleet in the Texel, Mr. Irons was employed on various services in the Zuyder Zee, particularly at the town of Lemner, which he "most gallantly" assisted in defending against a very superior force, as will be seen by reference to p. 92 of Vol. III. Part II. On the 10th Feb. 1800, he was promoted to the rank of lieutenant; and on the termination of hostilities, in 1801, presented with the Turkish gold medal for his services, in the *Ceres* troop-ship and *Victorieuse* sloop, during the Egyptian campaign. After the renewal of the war, in 1803, he served successively in the *Inflexible* and *Dictator* 64's; *Roebuck* 44, bearing the flag of Vice-Admiral Billy Douglas; *Calypso* 18, *Diligence* 16, and *Havock* gun-brig, on the North Sea and Baltic stations. His commission as commander bears date Aug. 1st, 1811.

* See Vol. I. Part I. pp. 47—51.

† See *id.* p. 414, *et seq.*

THOMAS OLDACRES HEWES, Esq.

WAS made a lieutenant in Oct. 1800. We first find him serving in the *Blanche* frigate, Captain Zachary Mudge, with whom he had the misfortune to be captured by a French squadron, on the West India station, July 19th, 1805*. Respecting the defence of that ship, and the severe remarks thereon contained in James's Naval History, he has written to the author of this work as follows :

" Mr. James's observations are both scurrilous and unjust. I was first lieutenant of the *Blanche* in that action, and as I gave my evidence upon oath at Captain Mudge's court-martial, I trust it will not be necessary for me to enter more into the subject here, than to say that he did every thing in his power for her defence; nor were her colours struck until she had for some time refused to answer her helm, and consequently become unmanageable. As to James referring to Captain Mudge's statement of the number of men composing the crews of the enemy's squadron, every naval man must be aware of the difficulty of getting correct information on such a subject from French officers, and Captain Mudge had no other means. I can only add, that it was understood to be correct at the time; as was also his statement respecting the *Proselyte* and her convoy. If the *Illustrious* had charge of that fleet, it was unknown to us, and I believe it was equally so to Mons. Baudin and his officers, who informed us that they were waiting for the *Proselyte* and her charge.

" I have very recently been informed, that Mr. James had his information from an officer who left the *Blanche* (not on the best of terms with his captain) more than a year prior to her capture. From whom he actually received it, I know not; but this I know, that I envy not that man his feelings who could thus, to gratify his malice, privately stab the character of an active, deserving officer, and through him wound the feelings of his subordinate officers and crew. And here, may I ask what becomes of Mr. James's vaunted impartiality, when he thus dips his pen in gall, and prostitutes his pages to the purposes of private slander? But, Sir, Captain Mudge and his officers have the consolation of knowing, that their efforts were not only highly approved of by the distinguished characters who sat upon their court-martial, but also by the Lords Commissioners of the Admiralty, who immediately appointed Captain Mudge, with his officers, and part of the *Blanche's* crew, to the *Phoenix*, a more fortunate ship, she having just returned into port with her prize *la Didon*.

(Signed) " THOMAS HEWES."

* See Vol. II. Part I. p. 309.

We shall here lay before our readers the copies of two letters from Rear-Admiral Manley Dixon, addressed to Captain Stephen Poyntz, of the *Edgar* 74, which, as they never appeared in the *London Gazette*, although the vessels they refer to were purchased for Government, may prove gratifying to the parties immediately concerned.

"H. M. S. Ruby, off Anholt, 13th July, 1810.

"Sir,—I have the pleasure to acknowledge the receipt of your letter of the 12th instant, stating the capture of three of the enemy's row gun-boats by the boats of the *Edgar* and *Dictator*, under the direction of Lieutenant Hewes, first of the former ship, on the night of the 7th instant; and in return, I most sincerely congratulate you on the successful result of that gallant and well conducted service, which so strongly evinced the spirit and discipline of the two ships in the persons of the brave officers, seamen, and marines, by whom it was so promptly executed. I have not failed to take the earliest moment to forward your letter to the commander-in-chief, as likewise a duplicate to the secretary of the Admiralty. The gun-boats, from their construction, being well adapted to give additional strength to the flotilla of H. M. ships in the Belt, I have ordered them to be fitted out immediately; and having directed the necessary survey, and valuation thereon, I have forwarded the report to the commander-in-chief for his approval, recommending them to be purchased for H. M. service. The *Ruby*, *Edgar*, and *Ganges*, are each to have one; the captain of the *Saturn* has my orders to deliver the one she has to you, and which I have named the *Hewes*, as a small testimony of the very high opinion I entertain of the gallantry and merit of the first lieutenant of the *Edgar*. I have the honor to be, &c.

(Signed) "MANLEY DIXON."

"H. M. S. Ruby, off Sproe, 22d Aug. 1810.

"Sir,—Having received a letter from Vice-Admiral Sir James Saumarez, Bart. K. B. &c. &c. commander-in-chief in the Baltic, desiring me to signify to you his approbation of your skill and judgment in planning the attack of the Danish gun-boats, and which had been so bravely executed by the officers and men under the orders of Lieutenant Hewes, and that likewise you should signify to them his highest approbation of their gallant conduct upon that occasion, I have great pleasure in signifying the same to you; and am, Sir, &c.

(Signed) "MANLEY DIXON."

Lieutenant Hewes was promoted to the rank of commander on the 1st Aug. 1811.

JOSEPH CREW TULLIDGE, Esq.

WAS made a lieutenant in Oct. 1800. We first find him serving under Captain John Edgcumbe, of the *Heron* sloop; and next in the *Africaine* frigate, Captain Robert Corbett.

In June, 1810, the *Africaine* sailed from Plymouth with despatches for the Governor-General of India, containing orders for the immediate equipment of an expedition against the Isles of France and Bourbon. On the 9th Sept., she touched at the island of Rodriguez, to replenish her water; but, learning what had befallen the squadron under Captain Samuel Pym, at Port Sud-Est, in the Isle of France*, and that Isle Bourbon was already in possession of the British, Captain Corbett determined upon changing his route, and hastened to join Commodore Rowley, the officer then charged with the blockade of Port Louis. On the 11th of the same month, the *Africaine's* barge and jolly-boat sustained a loss of two men killed, and a marine officer, a master's-mate, a midshipman, and thirteen men wounded, in an unsuccessful attempt to bring off a French transport schooner which had run on shore near Grande-Baie. Captain Corbett's subsequent proceedings are thus detailed by Mr. James :

“ As soon as her two boats returned, the *Africaine* bore up for Bourbon, and at 4 A. M. on the 12th, made the island. At 6, two ships were observed in the offing of St. Denis; and at 7, Captain Corbett learnt from a transport at anchor in the bay, that they were French, as well as a man-of-war brig, now also seen to windward of the frigates. At 8 A. M., Captain Corbett went on shore; and the *Africaine* continued standing off and on, clearing herself for action. At 10 A. M., the two frigates (*Iphigénie* and *Astrée*) telegraphed each other; and then the brig (*Entreprenant*) made sail to the N. E., and was soon out of sight. The frigates stood in upon the larboard tack, as if disposed to offer battle; whereupon Captain Corbett, who was employed in landing his badly wounded, hoisted a broad pendant and red ensign. The object of doing this was, by deceiving the French into a belief that the *Africaine* was their old acquaintance the *Boadicea*, to conceal the fact of any additional British force having arrived on the station.”

* See Suppl. Part II. pp. 164—166.

It is proper here to state, that the broad pendant and red ensign were displayed at the suggestion of Lieutenant Edward Lloyd, of the *Boadicea*, whom Commodore Rowley had left in charge of the signal posts at St. Denis, in order to watch and report the movements of the enemy's squadron which blockaded Isle Bourbon, after Captain Pym's unfortunate affair in Port Sud-Est.

"At noon, or shortly afterwards, the *Boadicea* herself weighed from the bay of St. Paul, and accompanied by the 16-gun sloop *Otter*, Captain James Tomkinson, and gun-brig *Staunch*, Lieutenant Benjamin Street, proceeded in chase of the two French frigates. At 2 p. m. she rounded *Pointe du Galet*, having the wind well from the southward; while the *Iphigénie* and *Astrée* were under all sail on the starboard tack, with the wind, a common occurrence in the vicinity of Madagascar, fresh from the eastward. The instant she cleared the bay of St. Paul, the *Boadicea* was descried, and, making her number, became at once recognised by the *Africaine*. Commodore Rowley, when getting under weigh, had received an intimation from the Lieutenant-Governor of Isle Bourbon, that an English frigate, reported to be the *Africaine*, had arrived at St. Denis: he therefore knew that the frigate in sight was her. Captain Corbett now returned on board his ship, attended by Major Barry, of the Honourable Company's service, and Captain Elliott, of the British regulars. At about the same time the frigate received from the shore a lieutenant and 25 soldiers of the 86th regiment, to replace her wounded, most of whom were able seamen.

"The *Africaine* immediately made sail upon the starboard tack, the same as that on which the French ships were standing. These, at about 3 p. m., had descried the *Boadicea* and her two consorts. The latter Captain Bouvet (of the *Iphigénie*) knew were the *Otter* and *Staunch*; but the *Boadicea*, on account of the *ruse* practised by the *Africaine* in the morning, he took to be the *Windham* (re-captured East Indiaman), equipped as a ship of war. By 6 p. m. the *Otter* and *Staunch* had so dropped astern in the chase, as to be entirely out of sight of the *Africaine*; and about the same time the *Boadicea*, being headed by the east wind, took in her studding-sails and braced up. This brought her about eight miles on the *Africaine's* lee quarter. At 6-20 p. m., the *Africaine* lost sight of the *Boadicea*; and in ten minutes more the latter lost sight, in the opposite direction, of the *Otter* and *Staunch*. The weather-most French frigate, finding the *Africaine* approaching fast, bore up to join her consort; and at 7-30 p. m. the *Africaine* was about two miles and a half on their weather quarter, with such a decided superiority in sailing as to keep way with them under topsails and foresail, while they were carrying top-gallant-sails and courses.

"Proceeding thus under easy sail, in order to allow the *Boadicea* time to get up, the *Africaine*, as soon as it grew dark, began firing rockets and burning blue-lights, to point out her situation. At 9 P. M. the *Boadicea* saw a flash in the S. E., and at 9-30 observed the enemy and the *Africaine* burn blue-lights. At 1-50 A. M. on the 13th, in the midst of a fresh squall, the French frigates bore up; and immediately the *Africaine*, fearing their intention might be to run or wear, bore up also, and manned her star-board guns. At 2-10, the *Astrée* and *Iphigénie* again hauled to the wind on the same tack; and the *Africaine*, having hauled up *l'ew'se*, found herself within less than musket-shot distance on the *Astrée's* weather quarter. The *Boadicea* was now four or five miles distant on the lee quarter of the *Africaine*; but having been thrown, by accident, into so good a position, and knowing that a run of two or three hours more would bring the enemy to Port Louis, Captain Corbett could not refrain from becoming the assailant.

"Accordingly, at 2-20 A. M. the *Africaine* fired her larboard guns, loaded with two round shot each, into the weather quarter of the *Astrée*, who immediately returned the fire. The second broadside from that ship mortally wounded Captain Corbett, a shot striking off his right foot above the ancle, and a blow from a splinter causing a compound fracture of the thigh of the same leg. The command of the *Africaine* now devolved upon Lieutenant Joseph Crew Tullidge, who was ordered by Captain Corbett, as he was removing below, to bring the enemy to close action. At 2-30 A. M., having had her jib-boom and the weather-clue of her fore-topsail shot away, and fearing that her bowsprit had suffered, the *Astrée* ranged a-head clear of her opponent's guns. On this the men at the *Africaine's* foremost main-deck guns began hurraing, and the remainder of the ship's company caught and repeated the cheer. The lightness of the breeze, which had been gradually falling since the action commenced, would have deprived the *Africaine* of her former advantage in point of sailing, even had the *Astrée's* fire not cut away the greater part of her running rigging: hence she had scarcely steerage-way through the water. The *Iphigénie*, meanwhile, had bore up, and now took a station on the lee quarter of her consort. The breeze freshening a little at this time, the *Africaine* made sail, and running alongside the *Iphigénie* to windward, recommenced the action, having the *Astrée* on her weather-bow. A sudden fall in the wind enabled the latter ship to retain her position; and thus lay the *Africaine*, with one ship of equal force within half pistol-shot on her larboard-beam, and another, of the same or a greater force, close on her starboard-bow, raking her with a most destructive fire of round, grape, and langridge.

"At 3-30 A. M. the *Africaine* had her jib-boom and fore-topmast shot away, and shortly afterwards her mizen-topmast. *Lieutenant Tullidge, by this time, had been severely wounded in four places, but could not be persuaded to go below.* Lieutenant Robert Forster, the next officer in

seniority, had been shot through the breast with a musket-ball, and taken below; and at 4 A. M. the master (Samuel Parker) had his head carried off by a round shot. Still the *Africaine* continued the action; but her fire gradually grew feeble, until about 4-45 A. M., when it entirely ceased. The ship was now with her three lower masts reduced to a tottering state, her hull pierced in all directions, her quarter-deck nearly cleared of officers and men, and her main-deck so thinned that only six guns could be properly manned. Being in this disabled state; seeing also, from the calm state of the weather, no chance of relief from the *Boadicea*, whom the opening day-light discovered about four or five miles off, and having no hope of escape, nor means of further resistance, the *Africaine*, at a few minutes before 5 A. M., hauled down her colours. Although this was done, and every light extinguished, the French, contrary to the law of arms, continued, for nearly fifteen minutes, to fire into the British frigate; whereby Captain Elliott, of the army, and several men were killed.

“Of her complement, including soldiers, of 295 men and boys, the *Africaine* had 49 killed and 114 wounded. Captain Corbett had his leg amputated below the knee during the action, and died about six hours after the operation had been performed. Had he survived, he must have submitted to a second amputation above the compound fracture. The loss sustained by the French frigates, as stated in the letter of Commodore Bouvet, amounted to 10 killed and 35 wounded. The damages they sustained bore a proportion to their loss of men. The *Astrée* was very slightly injured in hull or spars: the *Iphigénie* had her masts, yards, and rigging more or less wounded and cut, but none of her masts so dangerously struck as to require replacing.”

Mr. James, in continuation, says, “No sooner was the *Africaine* in possession of her captors, than her shot-lockers were ransacked to supply the *Iphigénie*, whose guns were of the same calibre; but only fifty round shot remained of the former’s originally ample store. That they had been expended in the action is certain; but there is reason to believe, that the *Africaine*’s crew had been very little, if at all, exercised at the guns: consequently that, in nine times out of ten, the men might as well have fired blank cartridges as shot.” The former part of this statement is certainly incorrect.—Not only was her shot-locker nearly full, but even the racks around the hatchways still contained many shot, blackened as they were before the action. Our informant, now a captain in the navy, is of opinion, as are many other persons, that the *Africaine*’s crew, disgusted

with their captain's tyrannical conduct, did not shot the guns at all after the second or third broadside.

“ At a few minutes before the *Africaine* hauled down her flag, a breeze began to swell the sails of the *Boadicea*; and the latter, very soon after daylight, ‘ passed within musket-shot of the enemy.’ It was now discovered that the *Africaine* was a prize to the French frigates, and greatly disabled, while they apparently had suffered but little. At 6 A.M. the *Boadicea* tacked and stood to-windward of them, to look for the *Otter* and *Staunch*, whose very bad sailing was at this time particularly unfortunate. At 6-10, the *Africaine*'s foremast was seen to fall by the board; at 7, her mizen-mast and main-topmast; and at 8 A.M., her main-mast. Her bowsprit, or the head of it, also, we believe, went; and thus was the *Africaine* a totally dismasted hulk. * * * * *

“ At 7-30 A.M., the *Boadicea* discovered the *Otter* and *Staunch* to-windward, and at 10 was joined by them. At forty minutes past noon they all bore up, with a fine breeze from the S.S.E., for the two French frigates and the wreck of the *Africaine*. At 1-30 P.M. the *Boadicea* hauled up her fore-sail, and came to the wind on the larboard tack. At 3-30, she and her consorts again bore up; and in ten minutes afterwards the *Astrée*, taking the *Iphigénie* in tow, abandoned the *Africaine* and made sail to-windward. At 5 P.M., by which time the *Boadicea* had arrived close abreast of the *Africaine*, the latter fired two guns and hauled down the French colours. * * * * * On the 22d, in the morning, Captain Bouvet, with his two frigates and a prize (the Hon. Company's cruiser *Aurora*), anchored in the harbour of Port Louis.”

Lieutenant Tullidge, and about ninety of the *Africaine*'s surviving officers and crew, including more than forty of the wounded, were removed to the French frigates, and consequently continued in captivity until the reduction of the Isle of France, in Dec. 1810.

On the 23d April, 1811, a court-martial assembled on board the *Gladiator*, in Portsmouth harbour, to try Lieutenant Tullidge for the loss of the above ship; and having examined into the circumstances attending her capture, agreed, “ That H. M. said ship *Africaine* was captured by a very superior force of the enemy, after an action which was commenced by the order of her deceased commander, the late Captain Robert Corbett, in a very brave and spirited manner; and after he was disabled by the loss of his right leg, by the second broadside of the enemy, was continued by the said Lieutenant Tullidge, in the most gallant and determined

manner, *although he had received four severe wounds during the action*, as long as there was the least chance of preserving her from the enemy; and did adjudge the said Lieutenant Tullidge, his surviving officers, and ship's company, to be MOST HONORABLY ACQUITTED."

On the 1st of Aug. following, Lieutenant Tullidge was promoted to the rank of commander; and on the 17th Oct. 1813, appointed to the Clinker sloop of war. He obtained a pension of 150*l.* per annum, April 4th, 1816.

SAMUEL BROWN, Esq. *See DNR.*

OBTAINED the rank of lieutenant in Oct. 1801; and served as third of the Phoenix frigate, Captain Thomas Baker, at the capture of la Didon, French national ship, of very superior force, Aug. 10th, 1805*. He was subsequently appointed to the Ulysses 44, Captain the Hon. Warwick Lake; and on the 1st of Aug. 1811, promoted to the rank of commander†.

This officer is the inventor and manufacturer of the twisted iron cables, respecting which the following observations appeared in the Philosophical Magazine for October, 1814:

"The great importance of safe cables for ships is known to every one in the slightest degree acquainted with maritime affairs. In circumstances of danger, the preservation of the cargo is often a matter of great magnitude; but that of the lives of the seamen is infinitely greater. Like almost every thing connected with navigation, the means resorted to have, till lately, been confined to improvements in the manufacture of cordage, and some of these have been great; but, either from prejudice or want of consideration, a change of the material for one of greater strength, and less liable to be ruptured by strain, or worn away by friction, seems never to have been even thought of.

"The first, we believe, who made any attempt to introduce a stronger and better material for anchor cables and moorings, was Captain Samuel Brown, of the royal navy. He had the merit of at once adopting the best that could possibly be thought of, both in point of strength and œconomy.

* See Vol. I. Part II. p. 830.

† *Erratum in James's Naval History*, 2d edit. vol. IV. p. 248, line 8; for Samuel Brown read Joseph Oliver; and *dele* the remainder of the paragraph after Phoenix.

We mean good tough wrought iron; and had he not fallen into an error in principle in the construction, his invention, as applicable to naval purposes, would have almost defied the possibility of any further improvement.

"This gentleman was so confident of the correctness of his ideas respecting the superior strength, and consequent safety to be derived from iron chains in place of ropes, that he equipped a vessel of 400 tons, the *Penelope*, with iron rigging, stays, cables, &c. in which he proceeded on a voyage to Martinique and Guadaloupe, and in four months returned to London in perfect order, after experiencing every severity necessary to demonstrate the efficacy of iron in place of hemp. But the introduction of iron ground tackle, we consider as of much greater importance than any thing connected with the rigging.

"Since that time, iron cables have been introduced, not only into different ships in the royal navy, but in the merchant service, and with great success; for though some did give way in severe weather, especially of those first made, it is but justice to state, that even in these cases the hempen cables of the surrounding ships had all given way hours before, and that in most instances the ships so furnished have kept their anchors, when other ships parted and drove. This important fact has been so clearly established by reports from the different captains who have tried iron cables, that we confidently anticipate the day as not very distant, when hemp will be entirely discarded from the ground tackle of every British ship.

"We have said, that but for an error in his principle of construction, Captain Brown's substitution of chain for hemp cables would have been perfect. This error arose from a prejudice natural to persons who are not thorough mechanics, or who overlook those mathematical dicta which ought to guide every mechanical arrangement—an idea that a certain portion of *elasticity* should be given to the chain. To attain this ideal advantage, a certain degree of twist, equal to nearly one-fourth of a revolution, was given to each link; so that, when a strain comes upon the chain, it never finds any part of any portion of it in that situation which would present the greatest resistance to a change of figure. In such a chain, every strain makes an effort to bring every link into that form which it ought to have had in its first construction: and in proportion as the strain effects this, so far the links have been weakened, by having the particles of which they are respectively composed placed in a new order, at the expence of the corpuscular attraction exerted by these particles individually for those to which they are most contiguous.

"That this derangement of particles, and consequent diminution of strength, does take place in twisted links, is plain from what happens in proving the chains composed of such links: 'a cable for a ship of 400 tons will stretch, during this operation, in a whole cable, nearly *thirty feet!*'

and will recover about ten*, when the strain is taken off. What a derangement is here! When we look at this, and contemplate the injury hereby inflicted on the materials, we confess that we are not surprised that some of these chains have given way. That any of them should stand after sustaining such an injury, furnishes, perhaps, the strongest evidence that could be adduced, of the superiority of iron over hemp for the purposes of a cable.

“It is the more surprising that Captain Brown should have fallen into this mistake respecting elasticity, having himself detected and exposed its fallacy as to hemp: ‘There cannot, says he, ever be any certain advantage deduced from the portion of elasticity which cordage is known to possess; for the force which caused its extension may be extended for a considerable time after the cable has been stretched to its utmost limits:—of course, under a further strain it must break. He might have added, that every lengthening of a rope by strain is accompanied with the rupture of a certain number of its fibres: every repetition of the force ruptures more of them, and thus in time it becomes unserviceable. There is no stretching without this partial rupturing; and it is equally true, that no change in the relative position of the particles of matter in the link of a chain can be induced without a proportionate rupturing, injurious to its strength, taking place, though not perceptible to the eye.

“Were it even true that the *giving* of a hempen cable was in its favour, the iron cable, from its superior gravity and the consequent weight of its curve, (an advantage justly appreciated by Captain Brown,) possesses more capability of *giving* (*i. e.* of lengthening the distance between the points of resistance) by the first effect of every strain, namely, an effort to straighten the chain, than any cable can by stretching. The elasticity, therefore, which Captain Brown gives to his chain, presents no one benefit to compensate in the slightest degree for the injury done to the iron, by giving it a form unfavourable to the resistance of violence.

“The defect, and it is a most serious one, which attaches to the construction of Captain Brown’s chain, has been most happily obviated in another mode of construction, for which the inventor, Mr. Thomas Brunton, of the Commercial Road, has likewise obtained a patent. In Mr. Brunton’s chain cable, that arrangement which can most effectually resist every solicitation to change the form of any of the links—or, in other words, that form of link which shall present the substance of the iron in the best possible position for bringing the whole mass into equal action when assailed by an external force—has been most successfully adopted. * * * * *

“The public, we think, have been laid under great obligations both to

* Observations on the Patent Iron Cables invented by Captain Samuel Brown.

Captain Brown and Mr. Brunton—to the former, for introducing the iron cable, and combating the prejudices of the public in favour of hemp—to the latter, for perfecting the cable chain. It is impossible to anticipate the advantages which will accrue from the general adoption of iron cables. Many, many lives will be saved by this invention; not to speak of the saving of property, which, though of great importance in a national point of view, is but of secondary consideration. Such is our opinion of the safety to be derived from the use of iron in place of hemp, that we have no doubt whatever, that, were ships generally furnished with a good scope of chain, of proper weight, and of the best construction, not one instance out of a hundred that now occur, of ships being lost on a lee shore, would take place. In rocky anchorage, hemp is cut to pieces in a short time in rough weather; but chain receives no other injury than that of a little rubbing or polishing, and the weight of the bight of the latter gives amazing ease to the tossing vessel—giving way to the swelling wave that elevates the ship, and then acting by its gravity to keep her as stationary as circumstances will permit.”

In July, 1817, Commander Brown obtained a patent for the manufacture of *iron bridges of suspension*, which are composed of straight wrought-iron bolts or bars, united at their ends by side-plates, with bolts passing through them, so that each line becomes, in effect, an entire bar, which extends over its respective piers, and is secured in the rock or ground. A bridge of this description was erected by Commander Brown, in 1813, on his premises in the Isle of Dogs: it was originally intended for foot-passengers, and weighs only 38 cwt., but its strength is such, that carts and carriages pass safely over it. The span is 100 feet.

In July, 1820, Commander Brown's suspension-bridge across the Tweed, near Tweed-hill, was opened, and its stability proved to the satisfaction of every spectator. The following description thereof is taken from the *Monthly Magazine*, Aug. 1st, 1822:

“The Union bridge across the river Tweed, at Norham Ford, is about five miles from Berwick. It was begun in Aug. 1819, and opened in July 1820, while a stone bridge would have been the work of about three years. The road-way is made of timber, on which iron cart-tracks are laid for the carriage wheels. It is 18 feet in width, and 361 feet in length. The main beams or joisting, measures fifteen inches in depth and seven inches in thickness. The timber cleading or planks are twelve inches in breadth, and three inches in thickness. This great platform is suspended at the

height of twenty-seven feet above the surface of the summer water of the river. It is also made to rise about two feet in the centre, and is finished on each side with a cornice of fifteen inches in depth.

“The roadway is suspended from the catenarian or main chains by circular rods of iron, which measure one inch in diameter. These perpendicular rods are wedged into caps or pieces of cast-iron, called saddles, which are placed at the distance of five feet apart, and are made to rest upon the shackles or joints of the chains. The attachment of the lower ends of these rods to the beams of the platform which they pass through, is by their embracing a bar of iron which runs along the whole extent of the bridge under the beams of the roadway on each side. These bars measure three inches in depth, and they are connected with the suspending rods by a spear or bolt, which, in a very simple manner, completes the connection of the roadway with the perpendicular suspending rods, and chains.

“The chains of this bridge are twelve in number, ranged in pairs; the one pair being placed over the other, between the points of suspension on each side of the bridge. These chains, and indeed the whole of the iron-work, is made of the best Welsh iron. The chains are worked into a circular form, and measure about two inches in diameter. The links, as they may be termed, consist of rods of fifteen feet in length, and have bolt-holes, which are strongly welded, and neatly finished at each end. These links or rods are connected together by strong shackles, and a bolt is passed through them, which is of an oval form, measuring $2\frac{1}{4}$ by $2\frac{1}{2}$ inches. At each joint of the three tiers of the catenarian chains respectively, one of the saddle pieces of cast-iron is introduced. The first saddle-piece, with its suspending rod, for example, on either side of the bridge, may be conceived as resting on the upper pair of chains; the next saddle-piece in the longitudinal direction of the roadway, rests upon the middle pair of chains, and the third upon the lower pair, and so on alternately, throughout the whole extent of the bridge. By this means all the chains bear an equal strain, and the joints are arranged in so precise and orderly a manner, that a saddle-piece and perpendicular suspending-rod occurs at every five feet, so that the distance between each pair of suspending-rods forms a space of five feet. The spaces of five feet between the suspending rods are formed into meshes of six inches square, to the height of five feet on each side of the bridge, and answer the purposes of a parapet wall for the safety of passengers.

“Though the timber roadway is only about 361 feet in length, yet the chord-line of the main-chains measures no less than 482 feet between the points of suspension, with which they make an angle of about 12° , and in forming the catenarian curve-drop, at the rate of one perpendicular to about seven feet in the length of chain, the versed sine of the middle pair of chains being about twenty-six feet. The twelve main-chains, with their apparatus, weigh about five tons each, and the weight of the whole bridge, between the points of suspension, has been estimated at 100 tons.

"On the Scotch side of the river, the catenarian chains pass over a pillar of aisler masonry, which measures sixty feet in height, is about thirty-six feet in its medium width, and seventeen and a half feet in thickness. The sides of the lower ten feet of the walls of this pillar are square, but at this height the walls begin to slope at the rate of one perpendicular to twelve horizontal. The archway in the masonry of this pillar, which forms the immediate approach to the roadway, measures twelve feet in width, and seventeen feet in height. Each pair of main chains, being suspended horizontally, pass through corresponding apertures in the masonry, at the distance of about two feet above one another, and go over rollers connected with the building. The links of the main chains at these points are made as short as the strength or thickness of the iron-will permit of their being welded, in order that they may pass over the rollers, without distorting or unduly straining the iron. After going through the masonry of the pillar, the chains are continued in a sloping direction to the ground. Here they are sunk to the depth of twenty-four feet, where they pass through great ballast-plates of cast-iron, into which they are stopped by a strong iron spear or bolt, of an oval form, measuring three inches by three and a half inches in thickness. The cast-iron ballast plates measure six feet in length, five feet in breadth, and five inches in thickness in the central parts; but towards the edge, they diminish in thickness to two and a half inches. The ends of the chain thus fixed, are loaded with mound-stones and earthy matters, to the level of the roadway of the bridge.

"On the south side of the Tweed, the pillar or tower of masonry forming the abutment or point of suspension, is built upon a bench or foundation, excavated in the face of a precipitous sandstone rock, and is only about twenty feet in height; but its other dimensions correspond with the upper part of the masonry on the Scotch side. The chains on the English side are made to rest upon plates of cast-iron, included in the masonry, instead of rollers, as on the opposite side. Here the ballast-plates are of the same dimensions as those already described; but, instead of being sunk into the ground, as on the Scotch side, their position is rather above the foundation of the pillar, where they are set nearly perpendicular, but are placed so as to correspond with the direction of the strain or weight of the bridge. For the greater security of the position of these ballast-plates on the English side, they are connected with a horizontal arch of masonry, which is dovetailed into the rock.

"The whole works of the Union-bridge, for masonry, carpentry, and smithery, were undertaken by Captain Brown for the sum of about £5000, whilst the execution of a bridge of stone must have cost at least four times that sum. The object of its projector, says Mr. Stevenson, (from whose paper we abridge this article,) was not the realization even of the cost of this bridge, but chiefly with a view to shew the application of chain-cables to his favourite object of bridge-building. The trustees for this bridge

have, however, presented Captain Brown with 1000 guineas since the completion of the work, over and above his estimated price."

In a succeeding number of the same periodical we find the following paragraph :—

" About two years since, he (Commander Brown) erected a pier on this principle in Leith roads ; while at the same time a solid stone pier, on the old principle, was erected near the same spot. The situation is a rough one, and in the course of the past winter (1821—2) the stone pier was so much shaken by the heavy gales, as to render it necessary to take it down ; while the suspension pier of Captain Brown remained as firm as at its first erection."

Commander Brown's iron pier of suspension at Newhaven enables passengers to step on the deck of the steam-vessel, at all times of the tide, even at the lowest ebb, without having recourse to a small boat to go through the surf. It extends seven hundred feet into the ocean, from high water mark, and is a curious and remarkable object*.

That elegant structure, the chain-pier at Brighton, was also projected and executed by Commander Brown ; its foundation consists of four clumps of piles, two hundred and fifty-eight feet distant, driven nearly ten feet in the rock, and rising thirteen feet above high water. The first three clumps contain twenty piles each ; the fourth, which is in the form of a T, contains one hundred and fifty perpendicular and diagonal piles, strongly braced, the cross part of which is paved with about two hundred tons of Purbeck stone, and beneath which galleries and flights of steps are constructed for the convenience of embarkation. The pier, which is one thousand one hundred and thirty-four feet long, and thirteen feet wide, with a neat cast-iron railing on each side, is supported by eight chains, each containing one hundred and seventeen links, ten feet long, six and a quarter in circumference, and weighing one hundred and twelve pounds, which are made fast in the cliff. From the cliff, the chains, four on each side, pass over a tower of cast-iron, one on each clump of piles, with a dip of eighteen feet, secured at the outer clump of

* See *Hants Tel.* 13th Aug. 1824.

as since the
ve find the
d a pier on
stone pier, on
tuation is a
ne stone pier
ssary to take
ed as firm as

and from which are suspended three hundred and sixty-two rods, connected by an iron bar, on which the platform rests. The length of the esplanade, along which carriages pass, from the Steyne to the beginning of the pier, is one thousand two hundred and fifty feet.

Commander Brown married, Aug. 14th, 1822, Mary, daughter of Mr. John Horne, Writer to the Signet, Edinburgh.

ROBERT TOM BLACKLER, Esq.

OBTAINED the rank of lieutenant in Feb. 1800; and was wounded while serving as first of the Iphigenia frigate, Captain Henry Lambert, in the disastrous affair at Port Sud-Est, Aug. 24th, 1810*. His commission as commander bears date Aug. 2d, 1811.

JOHN BARTHOLOMEW HOAR CURRAN, Esq.

A SON of the late Right Hon. John Philpot Curran, formerly Master of the Rolls in Ireland, Member of the Privy Council, &c. &c.

This officer was made a lieutenant in June, 1806; promoted to the rank of commander, Aug. 2d, 1811; appointed to the Elk sloop, fitting out for the East India station, Nov. 11th, 1813; and removed from that vessel to the Tyne 24, in Mar. 1816. The latter ship returned home, and was paid off at Plymouth, previous to Jan. 1817; since which he has not been employed.

WILLIAM KELLY (b), Esq.

(Seniority 23d August, 1811.)

* See Suppl. Part II. pp. 169—172, and Vol. III. Part I. p. 242 *et seq.*

HENRY DRURY. Esq.

OBTAINED the rank of lieutenant in Sept. 1807; acted as captain of the Akbar frigate during the operations against the island of Java, in Aug. and Sept. 1811; and was confirmed in his present rank on the 10th of the latter month. He is now an Inspecting-Commander in the Coast-Guard Service, to which he was appointed June 10th, 1831.

JOHN GEORGE BOSS, Esq.

WAS born at Beverley, co. York, in 1781; and educated by his aunt, Mrs. Frances Savage, of Houssea, in the same county, a most distinguished character in the methodist connexion, whose memoirs, together with her writings, are deposited in the archives of that society.

Mr. Boss commenced his naval career as an apprentice in the merchant service: but soon quitted it, and entered as midshipman on board the Excellent 74, Captain Cuthbert Collingwood, in 1796. Previous to the peace of Amiens, he was engaged in various cutting-out expeditions; and after the renewal of hostilities, we find him, for a short time, in the hands of the enemy. On recovering his liberty, he joined the Centaur 74, bearing the broad pendant of Commodore Samuel Hood, then commander-in-chief at the Leeward Islands.

The next service in which Mr. Boss appears to have been employed, was as a volunteer at the storming of Fort Solomon, in the island of Martinique. He subsequently assisted in fortifying the Diamond Rock*; and was with Lieutenant George Edmund Byron Bettesworth, of the Centaur, when that officer surprised and brought off a party of engineers employed in constructing works against it; on which occasion the general commanding that corps was taken prisoner.

* See Suppl. Part I. p. 436 *et seq.*

On the evening of the 3d Feb. 1804, four of the *Centaur's* boats, containing sixty seamen and twelve marines, under the orders of Lieutenant Robert Carthew Reynolds, assisted by Lieutenant Bettsworth, Mr. Boss, and Mr. John Tracey, secretary, were detached to attempt the capture of the French national brig *Curieux*, mounting 16 long 6-pounders, with a complement of 105 men, lying at anchor close under Fort Edward, at the entrance of the Carénage, Fort Royal harbour, Martinique, victualled for three months, and all ready for a start to sea. The result of this enterprise is thus stated in James's *Naval History*, 2d edit. Vol. III. p. 354 *et seq.* :

“ Although the suspicion that an attack might be made by a part of the blockading force had led to every commendable precaution to prevent surprise; such as loading the carriage-guns with grape, and the swivels (of which there were eight) and wall-pieces with musket-balls; spreading on the quarter-deck, and in the arm-chest, the muskets, sabres, pistols, tomahawks, and pikes; filling the cartouch-boxes; placing as sentries, one marine at each gangway-ladder, one at each bow, and two at the stern; tracing up the boarding-nettings; and directing a sharp look-out to be kept by every officer and man of the watch; yet was the *Curieux*, owing to the vigour of her onset, and the hour chosen for making the attack, unapprized of her enemy's approach, until too late to offer a successful resistance.

“ At about three-quarters past midnight, after a hard pull of twenty miles, and just as the moon was peeping from behind a cloud, the *Centaur's* boats were hailed by the *Curieux*, and then fired into by the sentries, by two of the starboard guns, a swivel, and a wall-piece. The marines returned the fire with their muskets, and the boats pulled rapidly on. In the midst of a scuffle alongside, the barge pushed for the brig's stern. Here hung a rope-ladder, to which two boats were fast, Lieutenant Reynolds, and a seaman named Richard Templeton, ascended by it to the taffrail, and, in defiance of the swivels and wall-pieces mounted at this end of the vessel, were quickly followed by the rest of the barge's crew. In his way up the ladder, Lieutenant Reynolds, with admirable coolness, cut away one of the tracing-lines with his sword, whereby the corner of the netting fell, and thus enabled the other boats to board on the brig's quarter.

“ Since the first alarm had been given, all the *Curieux's* crew, headed by their brave commander (Mons. Cordier), had been at their quarters; and a sanguinary combat now ensued, in which the French officers took a

much more active part than a portion of their men. The enemy, however, were soon overpowered : some were killed or badly wounded ; others thrown down the hatchway ; and the remainder retreated to the fore-castle. Here a line of pikes stood opposed to the British ; but all was unavailable. Handspikes, and the butt-ends of muskets, became formidable weapons in the hands of the latter, and soon laid prostrate on the deck the captain and most of the officers near him. The majority of the surviving crew having by this time fled below, all further resistance presently ceased. The British were not long in cutting the cable of their prize, nor in unfurling her sails ; and in a very few minutes, the *Curieux*, in the hands of her new masters, stood out of Fort Royal harbour. A smart fire was successively opened from Fort Edward, a battery on Point Negro, and another at Point Soloman ; but the brig passed clear, and long before break of day, was at anchor near the *Centaur*.

“ It was an additional cause of congratulation to the British, that their loss of men, considering the magnitude of the enterprise, was small, consisting of only nine wounded. Three of the number, it is true, were officers ;—viz. Lieutenant Reynolds, the gallant leader of the party ; his able second, Lieutenant Bettesworth ; and Mr. Tracey. The first-named officer received no fewer than five severe, and, as they eventually proved, mortal wounds : one of the seamen, also, died of his wounds. The loss on the part of the French was very serious ;—one midshipman and nine other persons killed, and thirty, including every commissioned officer, wounded, many of them severely, and some mortally. Monsieur Cordier had a singular escape : after having been knocked down and stunned, he was thrown overboard, but fell on the fluke of the anchor, whence he dropped into a boat which was alongside, full of water-casks. The only man in the boat immediately cut her adrift, and pulled for the shore ; and Captain Cordier, on recovering his senses, was as much chagrined as surprised at the novelty of his situation.

“ The *Curieux* had long been at sea, and was considered to be one of the best-manned, and best-disciplined brigs in the French navy. Some of her crew were undoubtedly panic-struck ; but the time, and the suddenness of the attack, coupled with its resistless impetuosity, may serve in part for their excuse. The conduct of the British upon the occasion speaks for itself.”

The *Curieux* was immediately commissioned as a British sloop of war, and Mr. Boss, by whom she had been brought out of Fort Royal harbour, appointed her first lieutenant ; his commission, however, was not confirmed by the Admiralty until Sept. 14th, 1805. Shortly after this promotion, he assisted at the capture of *l'Elizabeth* French schooner privateer ; and in the course of the same year we find him

often employed in cutting out vessels from under the enemy's batteries.

On the 8th Feb. 1805, the *Curieux*, then commanded by Captain G. E. B. Bettesworth, captured, after a very severe action, the *Madame Ernouf* brig, of 16 long sixes and 120 men, of whom thirty were killed and forty wounded. "His Majesty's brig" (says that officer) "had five killed and three wounded, besides myself: of the former, I have to regret the loss of Mr. Maddox, the purser, who, on account of Mr. Boss, first lieutenant, having been left behind on leave, from the hurry of our sailing, volunteered his services, and was killed, gallantly fighting at the head of the small-arm men. * * * * * Lieutenant Boss having been left behind, deprived me of the services of an able and gallant officer.†"

On this occasion, Captain Bettesworth (who had received three wounds in capturing the *Curieux*) was again severely wounded by a musket-ball in the head; and previous to his recovery, Lieutenant Boss, acting as commander during his absence from duty, cut several schooners out of Cumana Gut, and a brig from St. Eustatia, under a destructive fire.

On the 7th July, 1805, the *Curieux* arrived at Plymouth, with despatches from Lord Nelson, then in pursuit of the combined fleets of France and Spain. After refitting, she was sent to the Lisbon station, where her boats, under the command of Lieutenant Boss, captured and destroyed the Spanish privateers *Brilliano* and *Baltidore*, the former of five guns and fifty-five men, Nov. 25th, 1805; the latter of six guns and forty-seven men, Feb. 5th, 1806.

This officer's next appointment was to one of the line-of-battle ships stationed at Cadiz, during the siege of that important place by the French army under Marshal Victor:—whilst there he appears to have been alternately employed in the gun and mortar boats, and almost daily engaged with the enemy‡. He obtained his present rank on the 26th

† See Supp. Part IV. p. 432, and note at p. 433.

‡ See Vol. III. Part I. pp. 127—141.

Nov. 1811; and in the following year, a committee of merchants voted him a handsome present of plate, to bear the following inscription:—"Presented to John George Boss, Esq. commander of his Britannic Majesty's sloop Rhodian, for his zeal and valor in the destruction of two French privateers, and in defending a convoy from St. Jago de Cuba to Heneaga. "PEDRO BLANCO CARARIEGO."

"June 28th, 1812."

About the same period, Commander Boss entered Port Escondido, in the island of Cuba, and, with a trifling loss, captured and brought out a large piratical vessel, pierced for fourteen guns, together with three of her prizes. He subsequently captured upwards of twenty American merchantmen.

In 1813, the Rhodian, with 500,000 dollars on board, was totally wrecked near Port Royal, Jamaica; but, although the sea was so violent that the rafts were frequently torn away from her sides, every officer, man, and boy, the whole of her rigging and stores, and all the specie, except about forty dollars, were saved. For his extraordinary exertions on this occasion, the merchants presented Commander Boss (independent of the usual freight) with two pieces of plate, weighing 400 ounces.

The subject of this sketch married Charlotte, third daughter of the late Sir James Pennynan, Bart., of Ormesby, and niece to the first Earl Grey: their daughter, an only child, died at the age of five years.

CHARLES SQUIRE, Esq.

Was made a lieutenant in Nov. 1802; and promoted to the command of the Onyx sloop, Dec. 4th, 1811.

JONATHAN CHRISTIAN, Esq.

Was made a lieutenant in Dec. 1793; promoted to his present rank on the 1st Feb. 1812; appointed to the Leveret sloop, Dec. 6th, 1813; re-appointed to the same vessel

about Sept. 1815 ; and appointed Deputy-Inspector-General of the Coast Guard, June 13th, 1820.

THOMAS DUTTON, Esq.

OBTAINED the rank of lieutenant in Nov. 1800; and subsequently served on the coast of Egypt, where he was presented with the Turkish gold medal, at the close of the campaign of 1801. On the 14th July 1804, while commanding the Demerara schooner, in the West Indies, he was captured by the French ship privateer Grand Decidé, of 22 guns and 150 men, after an action of thirty minutes. He afterwards commanded the Hardy gun-brig, on the Downs station; and the Gladiator receiving-ship, in Portsmouth harbour, until promoted to his present rank, Feb. 1st, 1812. His next appointment was, Dec. 6th, 1813, to the Alonzo sloop; and since the peace he has been employed in the Ordinary at Portsmouth, where he continued for the usual period of three years.

This officer married, Jan. 26th, 1809, Priscilla Edgcombe, niece to the late Frederick Edgcombe, Esq. a Commissioner of the Victualling Board. His son, who was master's-assistant on board the Briton frigate, died in 1829.

GAMALIEL FITZMAURICE, Esq.

OBTAINED the rank of lieutenant in May, 1802; and commanded a boat belonging to the Conqueror 74, Captain (now Sir Israel) Pellew, at the capture of the French national brig Cæsar, of 18 guns and 86 men, in Bourdeaux river, July 16th, 1806*. On this occasion, the petty officer who accompanied him was killed, and two of his men wounded. He subsequently served as first of the same ship, off Toulon, under the command of Captain (now Vice-Admiral) Fellowes; and was promoted from her to his present rank, Feb. 1st, 1812. At the close of the war, he commanded the Urgent of 14 guns.

* See Suppl. Part III. p. 238 *et seq.*

GEORGE TREWEEKE SCOBELL, Esq.

OBTAINED his first commission on the 29th Mar. 1805 ; served as lieutenant under Captain (now Vice-Admiral) Thomas Eyles, in the *Plantagenet* 74, on the Baltic station ; and was promoted to the rank of commander, Feb. 1st, 1812. He married, Oct. 6th, 1818, the youngest daughter of Mr. C. Savage, of Midsomer Norton, in Somersetshire.

PEIRCY BRETT, Esq.

ELDEST SON of the late Captain Peircy Brett, R. N. ; and grandson of Captain William Brett, R. N., brother to Admiral Sir Peircy Brett, who, as a lieutenant, circumnavigated the globe with Anson ; and afterwards fought a most gallant action, of which the following account is given by Schomberg :

“ On the 9th of July, 1745, the *Lion*, of 60 guns and 400 men, commanded by Captain Peircy Brett, being on a cruise in lat. 47° 17' N., fell in with the *Elizabeth*, a French ship of war, of 64 guns and 600 men, and a small frigate, the latter having on board Prince Charles, son of the Pretender, and several officers of distinction, who were accompanying him, in order to support his efforts to land in Scotland. At 5 P. M., the *Lion* got within pistol-shot of the *Elizabeth*, when a most obstinate battle began, and continued with great fury till ten ; at which time the *Lion* had lost her mizen-mast, and all her other masts and yards were so much wounded, and rigging and sails cut to pieces, that she became unmanageable. The *Elizabeth* not being so much crippled in her rigging, her commanding officer availed himself of the opportunity, set what sail he could, and got off. The *Lion* had 45 men killed and 107 wounded. Captain Brett, with all his lieutenants and the master, were among the wounded. The *Elizabeth* had her captain and 64 men killed, and 144 wounded ; besides which she was so much damaged, that it was with difficulty she reached Brest. After the action, the frigate pursued her course, and landed Prince Charles at Lochabar, on the 27th of July.”

In 1753, having conveyed King George II. to Holland, Captain Brett received the honor of knighthood. In 1758, he was first captain to Lord Anson, in the *Royal George*, and subsequently commodore in the *Downs*. In 1759, he became a colonel of marines ; in 1762, a rear-admiral ; and in Dec.

1766, a lord of the Admiralty. He died an admiral of the blue, in May, 1781. His nephew, Peirce, first went to sea with the late Lord Hood; and was in the action off Ushant, between Keppel and D'Orvilliers, July 27th, 1778; but served mostly on the North American station. He attained post rank in 1787; and died in 1792, aged 32 years, leaving a widow and four sons, viz.—PEIRCE, the subject of the following sketch; *Spencer Phipps*, who, while serving as a lieutenant of artillery under General Skerrit, was killed in the attack of the bridge at Seville, Aug. 27th, 1812*; *William Thomson*, now a major in the Hon. East India Company's artillery; and *Henry*, a lieutenant, R. N. which rank he attained in Oct. 1810†. The mother of these gentlemen is a daughter of the late Captain David Phipps, R. N., descended from Sir William Phipps, who, in 1687, after great perseverance, discovered the wreck of a Spanish plate ship that had been under water 44 years; for which service the honor of knighthood and a gold medal was conferred upon him by King James II. This medal, together with the first piece of silver that was brought up from the wreck, is still preserved in the family. Sir William, whose brother was Constantine first Lord Mulgrave, subsequently obtained the government of the Massachusetts, in New England: his descendant, the above-mentioned Captain David Phipps, died in the year 1811, aged 87.

Mr. PEIRCE BRETT, junior, was born at Westbere, near Canterbury, Feb. 20th, 1785; and admitted at the Royal Academy, Portsmouth, May 29th, 1797. He first embarked on board the Royal Sovereign, flag-ship of Sir Henry Harvey, second in command of the Channel fleet, May 17th, 1801; served during the peace of Amiens, in the Bittern sloop, Captain Robert Corbett, on the Mediterranean station; and was appointed, by Sir Richard Bickerton, to act as lieutenant

* A monument to his memory was erected at Seville, by General Downie, in Sept. 1812.

† The above officer was present at the capture of the Isles of France and Java; and has seen much other active service.

in the gun-boat service at Gibraltar, May 16th, 1805. On the reduction of that establishment, in Oct. following, he joined the *Donegal* 74, Captain (now Sir Pulteney) Malcolm; and, on the 23d of the same month, assisted at the capture of *El Rayo*, a Spanish first-rate, forming part of the division under Admiral Gravina, which, on its return to port after the battle of Trafalgar, had been immediately ordered to sea again, for the purpose of attempting the rescue of some of the disabled prizes. The other services in which he participated at this memorable period have been noticed in Vol. I. Part II. p. 592 *et seq.*

On the 12th Nov. 1805, Mr. Brett was appointed, by Collingwood, lieutenant of the *Tigre* 80, Captain Benjamin Hallowell (now Sir B. H. Carew); in Aug. 1806, to the *Madras* 54, Captain Charles Marsh Schomberg; in July, 1807, to the *Repulse* 74, Captain the Hon. Arthur Kaye Legge; and subsequently to the *Queen* 98, Captain Thomas George Shortland; all on the Mediterranean station, from whence he returned home in Sept. 1808. His subsequent appointments were, about Sept. 1808, to the *Implacable* 74, then commanded by Captain George Charles Mackenzie, but afterwards by Captain (now Sir T. Byam) Martin;—in Jan. 1810, to the *Formidable* 98, Captain James Nicoll Morris; and, in May, 1811, to the *Egmont* 74, Captain Joseph Bingham, under whom he served until advanced to his present rank, Feb. 1st. 1812. The *Implacable* was first employed in bringing home part of Sir John Moore's gallant army from Corunna; and next on the Baltic station:—the *Formidable* formed part of a squadron under Sir Joseph Yorke, employed in escorting troops to Lisbon; and on her return was ordered to the Baltic;—the *Egmont* cruised for some time off Cherbourg, and ultimately bore the flag of Rear-Admiral George J. Hope, to whom was confided the care of the Russian fleet sent to this country for its better security, in the year 1812.

Commander Brett married, in Nov. 1821, Harriet, only surviving daughter of the late Thomas Brookes, of Henwick-house, co. Berks, Esq.

WILLIAM STYLE, Esq.

OBTAINED the rank of lieutenant in Aug. 1806; and commanded the boats of the *Defiance* 74, Captain (now Sir Henry) Hotham, at the capture of three French coasting vessels, laden with wine and resin, under the batteries of Belleisle, June 1st, 1810. He was subsequently employed in the flotilla service at Cadiz, where a gun-vessel, the *Camperdown*, under his command, was wrecked, Oct. 28th, 1810*. His commission as commander bears date Feb. 1st, 1812. We lastly find him commanding the *Gannet* sloop, employed in escorting the remains of Queen Caroline, from Harwich to Cuxhaven.

CHARLES TYLER, Esq.

WAS made a lieutenant in Oct. 1801; and commander Feb. 7th, 1812.

CHARLES THOMAS THRUSTON, Esq.

SECOND son of the late Framingham Thruston, of Market Weston Hall, co. Suffolk, Esq.

This officer entered the naval service, at the latter end of 1798, as midshipman on board *la Volage* 24, Captain (now Vice-Admiral) the Hon. Philip Wodehouse, with whom he sailed for Jamaica early in 1799.

Shortly after their arrival on that station, Captain Wodehouse relinquished his command, from ill health, and returned to England as passenger in *la Renommée* frigate, accompanied by Mr. Thruston. The passage home, with a numerous convoy, was long and tedious; and the very shattered state of *la Renommée* rendered it at one time rather problematical whether they would ever reach England. Near the banks of Newfoundland, they encountered a most

* See Vol. III. Part I. pp. 131 and 133

violent gale of wind, during which the ship worked so heavily as to cause several bolts to start some inches from her sides ; and before her arrival at Spithead the whole fabric of the upper works was literally frapped together, by means of lawasers passed fore-and-aft through the opposite main-deck ports.

Mr. Thruston next joined the Cruiser sloop, Captain (now superannuated Rear-Admiral) Charles Wollaston, on the North Sea station, where he witnessed the capture of several privateers and neutrals, the latter laden with enemy's property. We subsequently find him serving under Captain Wodehouse, in the Brilliant, Iris, and Resistance frigates. The last named ship was employed in attendance on King George III. at Weymouth, during the summer of 1802 ; and wrecked a few miles to the northward of Cape St. Vincent, when proceeding to the Mediterranean, May 31st, 1803. On joining the fleet off Toulon, her captain, officers, and crew were tried by a court-martial, and the whole, with two exceptions, fully acquitted :—these were Lieutenant Southcott, who had charge of the watch when she ran aground, and Mr. Rose, the master ; the former gentleman was placed at the bottom of the list, and the latter dismissed H.M. service.

Disliking the tedium and irksomeness of a crowded flagship, Mr. Thruston, on the departure of Captain Wodehouse for England, volunteered his services to Captain Thomas Staines, and was received by that officer on board the Cameleon sloop ; as were also two of his fellow sufferers in the late shipwreck, (the gallant Manners, who afterwards lost his life in the command of the Reindeer ; and the present Captain George Scott). The character of their new commander for enterprize is sufficiently known to warrant the belief that the three young volunteers were not idle during a cruise of some months on the coasts of Italy and France :—it was the summer season, and scarcely a night passed in which the boats, commanded by these young gentlemen, were not actively, and for the most part, successfully employed, in boarding and cutting out vessels from almost every accessible place along those shores.

From the *Camelion*, Mr. Thruston was discharged into the *Canopus* 80, bearing the flag of Rear-Admiral (afterwards Sir George) Campbell, to whose patronage he had been strongly recommended by Captain Wodehouse; and he continued to serve under that worthy officer until his return to England. The remaining few months of his time as midshipman were passed in the *Prince* 98, Captain Richard Grindall, attached to the Channel fleet, then commanded by Admiral Lord Gardner, to whose brother, Valentine, an old, able, and meritorious military officer, the widow of Framingham Thruston, Esq. had previously been married. Had his lordship's life been of longer duration, this connexion would in all probability have proved beneficial to her son; but, unfortunately, the gallant veteran died in Jan. 1809, and no one of his family now survives in the naval service; his three sons, Alan, Francis, and Valentine, the two former flag-officers, and the latter a post-captain, having all died within a few years of each other.

After passing his examination, Mr. Thruston accepted the then new appointment of sub-lieutenant, and served as such in the *Charles* hired armed ship, Captain George Davies, employed as convoy to the Baltic trade; a service comparatively inactive, and affording but little, if any, scope for enterprise. His promotion to the rank of lieutenant took place in Nov. 1806, on which occasion he was appointed first of the *Ring-dove* sloop, Captain George Andrews, fitting out at Chatham for the North Sea station. In the following year, we find him present at the siege of Copenhagen and capture of the Danish navy. His next appointment was, through the interest of his kind and ever constant friend Vice-Admiral Campbell, to be second of the *Endymion* frigate, Captain (now Rear-Admiral) the Hon. Thomas Bladen Capel.

We here pass over a series of dull uninteresting cruises, the monotony of which was only broken by the *Endymion* forming part of the squadron ordered to cover the retreat and embarkation of Sir John Moore's gallant army, at Corunna. Mr. Thruston, it appears, commanded a division of boats on that occasion. The details are so fully known to the

public, that it would be superfluous now to repeat them. While we are on the subject of the peninsular war, however, we cannot refrain from transcribing part of Captain Basil Hall's interesting narrative of the *Endymion's* subsequent proceedings, in which, from peculiar circumstances, his messmate, the subject of this memoir, bore a principal share.

"The period of our cruise" (on the coast of Portugal) "being nearly out, we were steering home again, and sailing slowly along the coast of Spain, when, in the beginning of April, 1809, being then nearly becalmed off Cape Finisterre, we saw a small vessel coming towards us from the shore. The night was falling fast, but she reached us before it was dark, as we put our head towards her, immediately on perceiving that she was making for the frigate. The Spaniards on board this vessel had been sent as a deputation from a body of insurgents, anxious to obtain assistance from any English ship on the coast. They entreated us to bring our frigate into their bay, and assured us that, with a little additional aid, the inhabitants would be enabled to expel the French from this part of the country altogether. These men were the bearers of supplicating letters from the Junta of Corcubion, setting forth, in most moving terms, that they were in want of nothing but arms—'Falta solamente armas!' was the grand theme; and if their operations, said they, could only be countenanced by the presence of a British man-of-war, the success of their campaign was secure. * * * * *

"It was resolved that we should enter the bay of Finisterre next morning, to see what was doing, before lending the patriots, as they called themselves, such assistance as lay in our power. We stood off and on for the night; and I shall never forget the state of excitement in which we were kept till the day broke. * * * When we sailed into the bay, early next morning, the frigate was surrounded by boats, crowded with people of all ranks and classes, eager to express their gratitude for such prompt aid to their cause. Old men and young men ran about the decks hugging and kissing us, according to their custom, but in a manner so repugnant to our northern habits, that such of the sailors as had never been in the way of being so saluted before, were disposed to receive these marks of affection with any thing but good will. * * * When the ship was secured at her anchors, we made arrangements for landing. We could spare our new allies only 150 muskets, and as many cutlasses; but these, together with a due proportion of boarding pikes and tomahawks, with plenty of powder and ball, when displayed on the quarter-deck, made a considerable show, and greatly delighted the deputies, who had been a little disappointed at first when told of our small supply.

"The enthusiasm amongst the peasantry and towns-people on shore

rose to a still higher pitch than any thing we had seen enacted on board. The women embraced us most cordially, with tears in their bright eyes—the children ran up and down the streets of the village, squealing out, ‘Viva! viva!’ while the old folks of both sexes hobbled to their doors to greet the arrival of the heaven-sent strangers. Numerous entertainments were prepared for us; and, as these good people would never be satisfied that we gave them credit for sincerity unless we partook of every dish at every feast, we were soon overstocked with provisions. A visit to the patriot camp was, of course, our first grand object; and no sooner had we hinted a wish to proceed there, than horses and mules, by the dozen, were at the door. The muskets and swords landed from the *Endymion* were then placed in carts, and off we set to the field, in grand cavalcade, accompanied by all the younger inhabitants, and half the older ones, of this pretty village—too soon to become a terrible scene of misery and bloodshed. * * * At every step, as we rolled along, the crowd gained fresh numbers, till, by the time we reached Bernun, at the distance of a league or so from Corcubion, our cavalcade made a very respectable army of itself—as armies then went—and we began to think we really were destined to be the liberators of Spain! A little circumstance struck us during this memorable day’s trip, which marked strongly enough the degree of enthusiasm in the patriot cause. The ploughs in most of the fields along which we passed on our way to the camp, were guided by women, whose husbands or sons, they assured us, had been sent to join the forces assembled to repel the invasion. Whenever we stopped to compliment them on their public spirit, they shouted like the rest of the crowd, and evinced no less animation or confidence of success than was shewn by the men. * * *

“I can recall at this distance of time, with perfect distinctness, the quiet expression of humour in our experienced captain’s countenance, while he listened to the pompous assurances of the enthusiastic Dons, on our way to the patriot camp. He spoke no Spanish, though there was reason to suspect he understood it pretty well when he heard it spoken. This probably enabled him to get on better, upon the whole, with the Junta, than if he had been able to enter personally into discussions with them. It would have been different, of course, if these Spaniards had been men of sense and experience, or if there had been any real service to be executed in concert with the insurgents; but, as it was, I believe nothing could have been better. He was fortunate, also, in having a very good supporter, while his own professed ignorance of the language afforded him leisure to reflect before he was called upon to reply. *I allude to our grand interpreter, and the main-spring of all our operations, the second lieutenant, Charles Thruston, an officer who had seen much active service, both afloat and on shore, and who, to the important advantages of experience in this peculiar line of warfare, added a knowledge of the Spanish language, and a heartiness of address peculiarly suited to win the*

confidence of the people we were amongst. To give efficacy to these qualifications, he was gifted with talents and resources which it is a thousand pities should not have found higher exercise in the service of his country, than in this inglorious campaign of Corcubion. It was of the greatest importance, however, to the cause, to have one man amongst us whom all parties esteemed and were quite willing to follow; and who likewise understood the language and habits of the natives so thoroughly, that no misapprehension of their meaning was ever likely to arise.

“ Before these patriotic bands had called us in to assist them, they had been sorely distracted amongst themselves as to the nomination of a commander-in-chief. About 2000 men, the Junta informed us, were assembled at Bernun. Only a few of these were properly armed with fire-locks, while some carried pikes or swords, and the rest brought nothing to the cause but boundless zeal and much talk. Amongst these people were several old soldiers, who, having seen a little service in their day, knew the value of discipline; and had learned in the course of their campaigning, that the chief element of good order is a well-grounded reliance on the skill of the commander. These men naturally wished to appoint as their chief a person named Camaño, who, from having served twelve years in the regular army, it was reasonable to think, knew something of military manners. The priest of the parish, however, had the voice of the peasantry with him. This worthy and gallant pastor, whose name was Lapido, possessed the entire confidence of the villagers and neighbours who formed his congregation, and who were naturally prompted to nominate him their leader by the very same motives which induced the soldiers to call out for Camaño. * * * It would have been a troublesome addition to our responsibilities, to have been called upon to decide between the rival pretensions of the sword and the gown. The proverb carried the day, however, and the soldier yielded to the churchman. The good sense and experience of the veteran, indeed, shewed him, that he might be more useful as a second, acting under one whom the great mass of the people cheerfully obeyed, than he could possibly be as commander-in-chief, with the church secretly, if not avowedly, against him, and, of course, the body of the congregation jealous of his authority. Camaño, also, by his influence succeeded in prevailing upon the whole of his own party to adopt the same course; wisely remarking, that since, in such times, unanimity is the life and soul of enterprise, it would ill become old soldiers to be wrangling about precedence, when the enemy was at their gates.

“ Things being thus amicably adjusted, the reconciled rivals set about their task of disciplining their troops. The worthy padre, however, having heretofore taken charge only of the souls of his flock, was entirely adrift when he came to the details of arranging their external operations; and Camaño, whose knowledge of the art of war was confined pretty much to the handling of a musket, was equally thrown out when busied with the

intricacies of discipline, and the troublesome details of classifying the officers according to their respective merits and intentions."

It is proper here to observe, that the Spanish priests were the most active and determined opponents of the French, and from that class most of the officers of the newly raised patriotic army were selected. The partial organization of the troops was ultimately effected under the direction and guidance of Lieutenant Thruston, to whose advice and orders Don Pedro Lapido, although dubbed a *marechal*, implicitly submitted, conceiving that every British uniform contained under it military knowledge of all kinds, and consequently that every Englishman wearing a sword must be a complete general.

"On reaching the camp," continues Captain Hall, "we found the patriot army exercising by divisions, under the immediate directions of old Lapido, who buckled over his cassock a huge, rusty sabre, taken by the guerrillas, he told us, from a French dragoon in the mountain passes. When we approached, a general halt was ordered, and those who had muskets presented them, while those who had none went through the motions with their pikes or staves, formed out of scythes and reaping-hooks, by which these redoubtable warriors were, according to their own account, so speedily to eject the French from their country.

"As soon as the first salutations were over, the captain of the *Endymion*, with a gravity which shewed how far the sense of duty can overcome a feeling of ridicule, made the patriots a speech, interpreted, sentence for sentence, by Lieutenant Thruston. He complimented them upon their appearance, their military zeal, and their generous devotion; saying, that as nothing could be more suitable to the times, than such public-spirited demonstrations of hostility to the merciless invaders of their magnificent country, so they might reckon with confidence on the hearty co-operation of England in so just a cause. A pair of colours, made by the tailors of the *Endymion*, were then presented to the Reverend Don Pedro Lapido, and an elegant sword to Lieutenant-General Camaño, the military mover in these grand proceedings. I need hardly say that the air was rent with vivas; and I am sure any one ignorant of Spain, who had seen the manner in which we were pulled about, and the very hems of our garments kissed—or heard the words '*Vivan los Ingleses!*' bawled into our ears, would have declared all the reproaches uttered against the national jealousy of the Spaniards a scandalous libel. They offered to be guided by us in every thing—wished us to lead them instantly against the enemy, lest he should escape,—even the privates in this enthusiastic army, forgetting all order, left their ranks, to come crowding round us. We should have been worse than the mules on whose backs we were

swayed about in the crowd, like a ship in the trough of the sea, if we could have remained insensible to this adulation; and though we knew and said to one another that the greater part of it was 'all my eye,' or mere words, still, enough of the unction entered our minds to make us fancy the hour was at last come when we were to be of some splendid use to mankind. But in saying this, perhaps, I ought to answer only for us juniors, when I speak of heads being turned. Our sagacious commander, I suspect, was never taken in; and my brother-officer Thruston, as interpreter-general, had so much to do, and was consulted about so many things of real importance, that he had less leisure to be carried away by the excitements of the moment, than some of the rest of our party. * * * * *

"Under our auspices, the peasantry continued to flock in from the adjacent country; and although we could supply scarcely a twentieth part of these patriots with arms, we aided the good cause, as far as lay in our power, by putting their posts and outposts in order, and giving them such advice as we could, respecting their commissariat, and other arrangements of the troops. Fortunately, in all these matters Mr. Thruston had considerable experience: he soon acquired, also, an influence in the camp, which, if the materials he had to deal with had been more energetic, might have saved these poor troops from great disasters. His first object was, if possible, to place the men in a situation of security against any sudden attack of the enemy, which he had too much reason to fear might upset the whole of their plans. In truth, however, it was not easy to make out what really were the plans and objects of our patriotic protégés, unanimously agreed only on two points—a bitter hatred to the French, and a perfect reliance on themselves.

"The head-quarters of the enemy's army in Galicia were at Santiago de Compostella; from which point they sent out small or large divisions, according to circumstances, to keep the surrounding country in subjection. At the same time, compact bodies of cavalry scoured the country, and by threats of severe vengeance laid the villages under contribution for the supply of corn and provisions of all kinds. Just before we anchored in Finisterre bay, they had sent to Coreubion a fresh demand for corn and wine; to which requisition the Junta sent for answer—'Let the French come and take it.' To all previous demands of a similar nature they had yielded—not without murmuring, though without any positive shew of resistance; but they were now determined to make a stand. This imprudent Junta met in council every day, and, at their desire, one of us always attended as a sort of honorary member. * * * It was our constant entreaty, that the patriots should have confidential scouts posted along the road all the way from Santiago, or wherever the French might be, in order that we might be apprised of their force and movements, so as to have it in our power to prepare for their coming, if they were not too strong, or to withdraw, if they were likely to overpower us. But the self-

satisfied, saporific Junta solemnly assured us, that these precautions were carefully taken, and that they received daily, indeed almost hourly, the most exact information of all the enemy were doing. Yet it so happened that they would never let us see any of these accredited agents of their's, either before they set out, or when they returned; and it soon became but too manifest, that the only sources of this boasted information were the popular ruinours of the peasantry. * * * *

"Under these circumstances, we felt much at a loss, not only what to advise, but what to do ourselves. * * *. We reiterated our advice to the Junta, that they would take some more systematic precautions than any they had yet adopted, against a sudden incursion of the enemy's troops. They replied, that they had secretly done so, and that every pass was watched and guarded, except one, which, they said, it was not in their power to put in a proper state of defence without our help. The captain begged to know what kind of assistance they required; for he was not much disposed to allow his marines to act in such company. He was not a little relieved, therefore, by their saying, that what they wanted was not soldiers or sailors, but a couple of the frigate's quarter-deck guns, to plant in one of the passes of the mountains. They described this pass as being so narrow, that, if it were once fortified in this way, the whole of the French might be kept in check, until the necessary measures could be taken to bring up the patriot forces from Corcubion to complete the victory. I was accordingly despatched to the pass, with orders to make a survey of the ground, and to report my opinion as to the practicability of its being effectually defended against the French army, by a couple of 32-pounder carronades.

"The place pointed out lay about fifteen miles from Corcubion; and I set off under the guidance of peasants provided by the Junta, with an escort of half-a-dozen soldiers from the camp, the whole party being very respectably mounted on mules. This was on the 8th of April, and we reached our destination in the course of the day. My imagination had pictured to itself a narrow gorge, or cleft in the hills, like one of those Swiss passes in which the Burgundian invaders were demolished by the rocks and trunks of trees rolled down upon them by the natives. Much was my disappointment, therefore, when I came to the spot designated by this most precious of Juntas as one capable of being defended by a couple of guns against 10,000 French troops. It was an open, cultivated valley, at least a league wide, formed by ranges of hills, not rugged and inaccessible, but quite smooth, and easily to be traversed by any description of troops, artillery inclusive. * * *

"On returning from the interior, April 9th, I found the *Endymion* still lying in Finisterre bay, where she had been joined by H. M. ship *Loire**,

* Commanded by Captain (now Rear-Admiral) Alex. W. Schomberg.

a frigate despatched from England, with a supply of arms and ammunition expressly for the insurgents of Spain. The whole world at Coreubion were thrown into extravagant joy by this unlooked-for piece of good fortune; and nothing certainly could have been more seasonable than a supply of several thousand muskets, being nearly one for every unarmed peasant at our camp—of those at least who were in some degree organized and drilled. But as there were still upwards of 1,000 men over and above those formed into corps, and many others were crowding in from the country, it was thought right to despatch the *Leire* to England for a fresh supply.

“Early next day, we proceeded to the shore in great glee, to be present at the grand distribution of arms to the patriots in their camp. On reaching the council room, however, we learned, to our utter astonishment, that the army, as they were pleased to term it, had broken up that morning at two o’clock, from Bernun, and marched to a place called Paisas, twenty miles further off. It was in vain to urge the Junta to send off immediate orders to recall, or, at least, to arrest the troops, till they had arms put into their hands, their cartouch-boxes filled, and their arrangements got into some kind of trim to meet the enemy, should he think of coming down upon them. All we could extract from the Junta was, that as their orders had been given upon solid grounds, they could not be rescinded.

* * *

“As the Junta had taken no measures to keep open the communication between the town and their forces, Lieutenant Thruston was sent off to the insurgent head-quarters at Paisas, to render any service to the cause, which his talents and activity might bring to bear upon the sadly misdirected fortunes of these poor Spaniards. In the mean time, we assisted the fishermen, and more stirring part of the town’s-people, in completing the equipment of several gun-boats, which, in the absence of better means, it was thought might keep the enemy at bay, should they come near Coreubion, as the fire from these vessels commanded the main road for a considerable distance. These, and all the other precautions we could think of, became every hour more necessary; for reports poured rapidly in from the country, stating that the French had actually moved from Santiago in two divisions—the first of 1,000 men, the other of 600—and that one of these corps had been seen in full march towards the coast. Still, even when we know that the enemy was bearing down upon us, we could fall upon no means of rousing the imperturbable Junta to any thing like action, or even precaution. * * * * *

“The captain of the *Endymion* now became seriously alarmed for the fate of the town he had been called upon to protect. But all he could possibly do, was to send a fresh supply of ammunition for the gun-boats, and a message to the Junta—of which I was the bearer—to say, that if they wished it, the frigate should instantly be warped close to Coreubion to cover the escape of the inhabitants, since, from all he could learn, the

enemy were coming in such force as to break through and overwhelm the half-armed peasantry at Paisas.

"We rowed smartly up the bay, but had scarcely doubled the point of land at the entrance of the harbour, when we observed a smart cannonading open from the gun-boats stationed near the Santiago road. This fire was promptly returned from the neighbouring heights by a continued discharge of musketry. The enemy, in fact, had pounced, unseen, on their prey; for we could now distinguish the French soldiers pouring into the wretched town from both sides of the valley. Many of the inhabitants rushed to the fishing-boats on the beach, and leaping into them, indiscriminately pushed into the stream. As we rowed up the harbour, we met hundreds of these poor people, half dressed, screaming, and struggling hard to get beyond the reach of shot. Others fled along the sides of the hills towards the bay, hoping to be picked off the shore by the boats, or, if they failed in this, to conceal themselves in caves amongst the rocks. Of these fugitives, great numbers were brought down, like hunted deer, or like game in a 'battu,' by the fire of the enemy, whose cruel measures had been taken with so much skill, that the devoted town was nearly surrounded before day broke. The whole face of the little harbour was soon covered with boats flying from this scene of destruction—and happy were those who escaped with their lives. The adjacent banks, too, were crowded with groups of men, women, and children, shrieking in a most touching manner, and entreating their friends to take them into the boats—already overcrowded. So completely hemmed in, were these wretched people, that escape was almost impossible. The horror and confusion of this frightful spectacle were increased by the conflagration of the town, in the streets of which deeds of still greater atrocity were going on. Of course, we could be of no use to such multitudes—fifty such boats as I was in would not have held half the people; and long before the frigate could have entered the harbour, all was over.

"As it was useless to land, I rowed past the flaming town towards the headmost gun-boats, to supply them with ammunition. The Spanish sailors were fighting as gallantly as possible. Unfortunately, the two headmost boats got entangled some how or other, and the second in the line, not being able to distinguish her consort in the smoke, fired a shot right into the magazine of the vessel a-head of her. In one moment the boat and most of her crew were blown high into the air. We were so near at the instant of this catastrophe, that the fragments fell on board of us; indeed, had we arrived twenty seconds sooner, we must have shared the same fate. We lost no time in distributing the powder with which we were loaded, to the other boats, and then busied ourselves in saving such of the blown-up seamen as were swimming about. Meanwhile, the French made such quick work of their task of destruction, that, as we rowed down the harbour again, they were retiring from the town and re-forming on the road beyond the bend or turn opposite to which the gun-boats were stationed.

"I have already mentioned that Lieutenant Thruston, on the evening before the attack was made, had been despatched to the head-quarters of the patriots to keep up our communications, and, as far as he could, to induce the Spaniards to act with something like system or sense. He had a very difficult, as well as a delicate game to play, and acquitted himself with a great discretion, in circumstances of no small intricacy as well as danger." (HALL'S "*Fragments of Voyages and Travels*," vol. III. pp. 6—73.)

The night of April 10th, 1809, was excessively dark, wet, and stormy; and this circumstance proved the salvation of Lieutenant Thruston and his guides. About 10 P. M., their mules refusing to face the storm, and they themselves being wet through, and benumbed with cold, the little party sought shelter in a hovel, distant from the road about ten or twenty yards; but had not been seated many minutes before their host rushed out to ascertain the cause of an unusual murmuring noise: in a moment after he returned, uttering, in a low whisper, "*los demonios estan aqui*," ("the devils are here,")—an appellation then invariably given to the French. The two guides immediately dropped on their knees; but there was no time for prayers—life and liberty were at stake. Lieutenant Thruston seized one with each hand, and contrived to drag them to the door, where the mules had fortunately remained quiet. Scarcely had they mounted, and struck off in a direction at right angles from the high road, when the heavy march of men and horses was distinctly heard, though nothing could be seen. The mules were goaded on, over rocks and foaming torrents, till it was ascertained that pursuit, if any had taken place, was given up. The troops from which they thus narrowly escaped, had been sent by Marshal Ney to destroy Corcubion. Had not Lieutenant Thruston been compelled by the severity of the weather to turn into the hovel, he would have trotted, with his guides, into the very head ranks of the enemy; and, as no quarter was then given on either side, this tale would never have been told. But the adventures of the night were not yet over. The trio wandered for some time in total darkness, ignorant of the direction they were taking, and only endeavouring to avoid the road they had quitted. About 2 A. M. they arrived at the outskirts of a village, from which proceeded a great noise

amidst the discharge of fire-arms. One of the guides immediately dismounted, and crept on his hands and knees to discover the cause. He returned in a few minutes, and his report induced Lieutenant Thruston to dash at once into the thick of the fray. Round the house of the curé of the village, a throng of men had assembled, armed in every way according to their abilities, endeavouring to force their way in, and preventing one another by the general pressure. The guides vociferated "*un oficial Ingles,*" and the crowd instantly gave way. Lieutenant Thruston then rushed up stairs, and with some difficulty, forced his way into a room, where a scene of the most extraordinary nature presented itself:—a table was spread, with the remains of a supper on it, round which, but a few minutes before, a French courier and his escort, consisting of six dragoons, had seated themselves, having arrived about an hour previously, and taken up their quarters at the curé's house, at the same time commanding refreshments, &c. for the night. Unfortunately for them, the village was one in which the insurrectionary spirit against the invaders of Spain was most conspicuous, and a considerable part of the population had arms in their possession: the news of the enemy's arrival spread like wildfire, and in a very short time the house was completely besieged by a party, confident at least in their numbers. Upon the outer door being forced, the headmost men were shoved on by the crowd behind; and thus, whether they liked it or not, they found themselves opposed face to face with the dragoons. The latter had scarcely time to discharge their pistols before they were fairly overwhelmed; and it was at this critical moment that Lieutenant Thruston entered. The French were most of them lying prostrate, disfigured, and bleeding from wounds of various descriptions; the sub-officer, or leader, was on his knees before an athletic Spaniard, who was flourishing his sword most theatrically, not yet having made up his mind to give him the *coup de grace*. At the sight of the British uniform, the poor fellow made a spring towards its wearer, exclaiming, "*Sauvez ma vie, pour l'amour de Dieu! sauvez ma vie, monsieur!*" A respite of a few minutes was thus obtained,

during which Lieutenant Thruston succeeded in prevailing on the patriots to spare the lives of their foes, and give them up to him as prisoners. Those that were able to move he immediately marched off towards the coast; but as they never arrived on board the *Endymion*, their ultimate fate is doubtful.

After resting an hour, Lieutenant Thruston set out in quest of Marechal Lapido, and found him with only a few men, the rest of his force having dispersed amongst the neighbouring valleys. By daylight, however, many had come in, and more were flocking to head-quarters. All parties concurred in the measure of gaining the high road in the rear of the French troops, with a view of cutting off their retreat by the same route to Santiago—

And “By dint of hard marching,” says Captain Hall, “Lieutenant Thruston managed to bring the insurgent forces to the top of the high ground which overlooks Corcubion, about the time when the enemy, fatigued with burning, murdering, and plundering, were drawing off from the town. When the French reached the foot of the hill, from the top of which the Spaniards were contemplating the destruction of their homes, the infantry very coolly sat down on the grass to rest from their labours, and the cavalry dismounted quite at their ease, as if in perfect security, though it was clear they must have seen the ridge of the hill covered with armed patriots.

“Now was the moment, thought Mr. Thruston, to make a rush down upon the wearied invaders, for the position gave the Spaniards every possible advantage over them; and if the former had possessed any degree of firmness or good discipline, their enemies, who were not one quarter so numerous, might certainly have been overthrown, and, possibly, taken prisoners. The zealous Lapido thought so too; and, being heartily seconded by Camaño, the patriots were ordered to advance to the attack, but not to waste their fire till they came quite close to the enemy, and, indeed, rather to trust to the effect of the rush down hill, and to the vigour of their arms in the use of the bayonet, than to the fire of their musketry.

“There was a great cheering of *viva! viva!* upon these orders being given, and the Spaniards moved on to the charge in a style worthy of the days of their own Cid Campeador. But this lasted only till they came within about a couple of gun-shots of the French troops, upon which, in spite of all that the officers could do, they halted, and commenced a brisk fire directed towards the enemy, who took no more notice of the circumstance than a great mastiff does of the harmless yelping of a dozen puppy dogs, ready to turn tail the instant they see their antagonist prick up his ears.

“I am sorry to say, this humiliating figure too well describes the pro-

ceedings of our patriotic allies. It was soon observable that more than half their number had gone off to the rear, under the pretence of their ammunition being expended, while those who remained merely loaded and fired off their pieces in the direction of the distant enemy, to the great waste of powder and ball, but without working the smallest mischief on their foes. The manner in which they made their own personal assurance doubly sure in this matter, was described as being ludicrous enough. They first ran to the brow of the hill, from whence they got a glimpse of the enemy, sitting at his ease in a field, and then, having fired, ran back again a hundred yards to reload in security.

“This sham fighting lasted for nearly half an hour, when the French, who by this time had taken sufficient rest, rose from the ground, buckled on their great coats and knapsacks, but without any fuss, or seeming to care one straw about the Spaniards, and advanced slowly up the hill, directly in the face of their fire*.”

As the main body drew near, some riflemen threw themselves in the front, and, under the protection of every piece of uneven ground, kept up a destructive fire on the patriots. In vain did Lieutenant Thruston urge a body of men he had placed in reserve, to advance, and support the broken line. About fifty French dragoons, who had gained the hill by a circuitous route, soon made their appearance on the high level ground in the rear. Their presence alone decided the business; for in a very few minutes the hill was deserted by all except the old Spanish soldiers, not exceeding 100 in number. These brave men stood to the last, and drew off in good order to some broken ground on the left, thereby covering the retreat of Lieutenant Thruston, who succeeded in reaching the sea-shore, accompanied by his friends Lapido and Camaño. The fugitives, who followed their motions, re-assembled on the beach, about a mile from the scene of action, and there met the boats of the *Endymion*, under the command of her first lieutenant. Thus ended the battle of Corcubion, which the renowned Junta of that place ever afterwards spoke of as a victory.

After this, the armed peasantry of Galicia never acted together again in any great force, but divided themselves into

* See Hall's "Fragments of Voyages and Travels," vol. iii, pp. 6—78.

small parties, attacking only when certain of success. Owing to this mode of warfare, the French were at no time masters of more ground than they actually covered; and to distract them still more, Captain Capel resolved on an expedition against Camariñas, their nearest station of any importance, about twenty miles to the northward. Accordingly, a party of seamen and marines, with Mr. George V. Oughton, purser, as a volunteer, were placed under the command of Lieutenant Thruston; and to this detachment were joined about 400 of his old allies, who, though beaten, were ready to try their chance again under his guidance. The *Endymion's* launch, well armed, was at the same time sent alongshore, with orders to enter the harbour, make the necessary reconnaissance, and co-operate with the party on land. The enemy, either learning the superiority of the approaching force, or having orders to that effect, retired. The inhabitants having been rather conspicuous for their attachment to the French cause, the town was taken possession of in a military manner; the chief personages were put under arrest, and the vessels in the port immediately boarded;—among them was an English West Indianman of considerable value, originally captured by the Spaniards, and afterwards seized by the French. After having completely dismantled two strong batteries; all the British, and part of the patriotic force, were embarked on board the prizes, and carried back in safety to Corcubion. The Spanish vessels, laden chiefly with salt fish, were given up to the Junta; the West Indianman was sent to England for condemnation.

“Some division now took place in the councils of the redoubtable statesmen at Corcubion. There were two parties,—one of which had lost every thing by the late visit of the French; the other had still some property to lose, and could count some relatives unmurdered. Those who had lost all, were hot for war; and so in fact were the rest, but with this difference;—the ruined party were for beginning again instantly, and with most unwonted energy; the other merely wished to pause a little,—‘*mañana*’ was their word; ‘*poco a poco*,’—little by little. The former, however, gained the day in the discussion; and taking advantage of an offer the captain of the *Endymion* had incautiously, but very naturally, made at the moment of their greatest extremity, they claimed the ful-

filment of his promise, to bring the frigate into the inner harbour, abreast of the town. This step, they assured him, must restore confidence to the inhabitants, who would then speedily re-assemble; while an apprehension of the ship's broadside might keep the enemy at a distance.

"The most serious objection to the measure which the Spaniards urged upon us, was the extreme danger to which H. M. ship must be exposed by entering a narrow harbour, completely commanded by heights, to which she could not elevate her guns, but where an enemy, not resisted by military, might take up a position at any moment, and thence, by means of artillery, knock her to pieces at their leisure. Added to this, there was a powerful battery at the entrance of the harbour, sufficient of itself to stop a much larger ship than the *Endymion*. Of course, the Spaniards undertook to garrison this fort; but we had seen too much of the distinction which these warriors made between promise and performance, to think of relying upon such an engagement.

"Nevertheless, as there would have been some indelicacy in making difficulties dependent upon our own chance of danger, and as it appeared to be of some consequence to shew how truly the English were in earnest in the common cause, it was determined to run the hazard of bringing the ship into harbour. On the 17th of April, accordingly, we sailed in, and moored close off the town. On that very day, the wind chopped round to the southward, and in the evening it blew very hard—so much so, that had we been then assailed by a skilful enemy, possessed of the heights, and furnished with guns, and troops enough to prevent our landing, we must either have been sunk at our anchors, or have surrendered at discretion, after the greater number of the crew had been killed. To have beat out against such a breeze would have been impossible. * * * *

"Now that we had brought our ship within range of the enemy's shot, it became of consequence to establish for ourselves something like a proper system on shore; and for this purpose, Lieutenant Thruston, who enjoyed as much of the confidence of the Spaniards as any foreigner can ever hope to gain, and who had by this time become personally acquainted with the useful men amongst them, endeavoured to rally their forces, and once more to muster them in strength. I ought to have mentioned, that before entering the harbour, we took the liberty of disarming the battery at the entrance, by pitching its guns into the sea—a proceeding to which the Spaniards reluctantly consented. * * * *

"On the morning of the 18th, just as the day broke, the first scene of the recent tragedy was acted over again—the whole harbour was once more covered with boats, crowded with the inhabitants flying from the town, while all the roads were choked with fugitives as before. No enemy being in sight, we felt disposed to ascribe this to some panic; but, on sending a boat to enquire, we learned that a peasant had arrived with news of a large French force being again near the town, accompanied by a train of heavy cannon. This sounded disagreeably enough; but still

no troops could be seen from the ship ; and the inference was, that the French were making a sweep round the hill, in order to gain the heights lying between her and the harbour's mouth, from which their guns might command the passage, and cut off all retreat."

Shortly after, "a cannon shot, fired from the shore, whistled over the heads of the officers, and passing between the masts, fell beyond the ship. Before the glasses could be turned to the spot from whence it came, another well-directed gun was fired ; but, fortunately for us, not from the heights. In the next minute, the whole ridge was bristling and alive with French infantry, marching, at double-quick time, to gain the cliffs overhanging the narrowest part of the harbour, from which position they might have fired on the ship's decks with their musketry as she passed. A similar body of men were proceeding with equal celerity along the opposite, or eastern side of the harbour, accompanied by artillery, which were galloping furiously forward, some to gain the dismantled battery at the entrance, and others to perch themselves on the most commanding cliffs and other points, least within range of the ship's guns.

"All the enemy's measures, up to a certain period, had been so well taken, that, but for their impatience, it is hard to say how the frigate escaped capture, or entire destruction. Had they only kept out of sight, and refrained from firing at all till their heavy guns were brought round to the proper situations for attacking us ; and if the infantry had been kept behind the ridge till the ship, in leaving the harbour, approached close to the shore, they might have nabbed us. * * * But it seemed as if the officer in command of that detachment of guns, sent to the eastern side of the harbour, could not resist the temptation of a shot, when he first came in sight of the *Endynion*, which ship, as we afterwards learned from a prisoner, they already considered their prize. * * * Whatever was the cause, however, whether it were bad generalship, which is not likely, or merely impatience on the part of the officer, which is more probable, these indiscreetly managed shot, by giving us timely warning, saved our good frigate from being pounded to pieces.

"The gun-boats, stationed off the beach, were soon driven back by the fire of several hundred men, also accompanied by field-pieces. The French troops then entered the ruined town ; but the unfortunate inhabitants had already escaped over the hills, or in boats. There was nothing left, therefore, for the ship to protect ; and, of course, she made sail out of the harbour as fast as possible, with an escort of flying artillery on each side of her ; followed by two bodies of troops, scrambling and running along the rocks, just too late to catch their expected prey.

"I need scarcely add, that the French now completed those parts of the work of destruction left unfinished at their first visit. After this they fell back upon *Santiago*. The unhappy *Junta* were hunted about the country like wild beasts, by the enemy's cavalry ; and a high price being put on their heads, they were at length glad to seek refuge on board the

Endymion. About thirty persons in all, including wives, children, and attendants, availed themselves of our protection. We built them up a large cabin on the main-deck, made the party as comfortable as we could, and, at their own request, landed them at Vigo some days afterwards; for they deemed it most prudent to keep at a distance from home for a time*.”

Here terminated the operations of the Endymion on the coast of Spain. In June following we find her proceeding to Madeira.

Lieutenant Thruston was subsequently ordered out to the Cape of Good Hope, on the admiralty list for promotion; and sailed for that station in the Scipion 74, flag-ship of Rear-Admiral the Hon. Robert Stopford; with whom he also proceeded to Java, in 1811. On their arrival at Batavia, he was selected to land and keep up a communication between the naval and military head-quarters, a service highly pleasing, as it gave full leisure for observing the operations of a campaign, unshackled by any fixed duty assigned. The following narrative (written by himself) of his subsequent proceedings in the Hesper sloop, will, we are sure, be perused with lively interest.

“In the autumn of 1811, the combined British naval and military forces, under the respective commands of Rear-Admiral Sir Robert Stopford and Major-General Sir Samuel Auchmuty, employed on an expedition against the island of Java, succeeded in carrying by storm the entrenched camp of General Jansen, in the neighbourhood of Batavia. The fortification had been projected and finished by General Daendals, who had lavished all the resources of military talent on a situation extremely strong by nature; but the Malay troops, though bold, and trained in European tactics, were unable to stand against the assault of our veteran regiments, assisted by the Indian troops, who emulated their companions in arms; and after a severe and bloody attack, their entrenchments were successively carried, and their remaining detached corps were in a few days either destroyed or forced to capitulate. This affair decided the fate of the Dutch empire in the east, as in the capitulation were included their various settlements in the Indian seas. The course of operations had carried the admiral to the port of Sumbaya, the most eastern establishment on the island, and there, when the arrangements were finally closed, I received the command of the Hesper, sloop of war. The climate and hard

* See Hall's Fragments, &c. Vol. III. pp. 101—121.

service at the batteries, during this arduous campaign, had not spared the crew of this vessel more than those of the other ships of the squadron; and out of a complement of 120 men, there remained only eighty or ninety, fifty of whom were at this time in the hospital, or on the sick list, on board.

“Shortly after the departure of the admiral from the island, a report was brought from Europe by a vessel just arrived, that a squadron of French frigates had left Brest, bound, as was supposed, for the relief of Java. The British naval officer left in command, immediately made the necessary arrangements for their reception, in the event of their finding their way into these seas; and I received orders to proceed with H. M. sloop under my command, to the Straits of Bali, to watch well their southern entrance. I received on board some few convalescents from the hospital, and immediately repaired to Balambuan, in the Straits above mentioned. While at anchor there, I had the misfortune to lose the only experienced officer on board, who sank under the effect of the marshes of Batavia; his loss was great, and, to me, irreparable. While taking in our water at this anchorage, the westerly monsoon had set in with its usual violence, and though perfectly secure where we lay, the offing held out no very agreeable prospects; and the extreme severity of the weather, accompanied with torrents of rain, of which scarcely an idea can be formed in a northern temperate latitude, made me sometimes hesitate on the propriety of proceeding to sea. But the system of naval discipline is founded on the same principle as that of the ancient Roman armies; and with us, as with them, the highest virtue is obedience without calculation. I determined to run all risk, and having completed the supply of water, stood to sea early one morning in the beginning of December, with the intention of returning to the anchorage in the evening, if I should find upon trial that the severity of the weather, or strength of currents outside, should render it necessary. In half an hour from the time of our quitting the Straits, an extremely heavy squall came on, which entirely hid the land from my view. I stood on for a few hours and then tacked, in the expectation of reaching the anchorage in the Straits before dark. The weather during the whole day had been so extremely thick, that we were never once enabled to see more than half a mile distant. About four o'clock P. M. I calculated that we were at the mouth of the Straits. The weather, as we approached in shore, became more moderate, and the land was discovered at no very great distance. I stood in with full confidence, when to our no little astonishment, the face and form of the Straits had entirely changed their character, and we soon discovered that it was in vain to search for our old friendly anchorage *here*; in short, I now comprehended, that the easterly current, for which it was impossible to calculate, during the thick weather of the day, had driven us in spite of every endeavour to keep to windward, into the Straits of Lombo, which are formed by the island of Bali, and that of Lombo. I endeavoured to gain the offing, as

the only rough manuscript chart in my possession represented these Straits as extremely dangerous, from the extraordinary currents there prevailing. But it was too late to recede; the wind had almost at once fallen to a dead calm, and I found myself irresistibly drawn into this gulf, with a rapidity the most alarming. The vessel was now perfectly ungovernable, from the total stagnation of wind; and it is scarcely possible to describe the very extraordinary appearance and effects of the currents, which now acted upon us with the most capricious fury. At one moment, all was calm and smooth as a mirror, not a ripple to be seen or heard: in an instant after a mountainous wave rose at a short distance, and directed its course to the vessel, boiling and roaring with a noise and velocity the most appalling. It then broke over the ship on both sides, carrying on its course with the same wild appearance for a hundred fathoms more, when, suddenly, the surge ceased, and all was still again; but only for a moment. During the whole of this awful scene, the Hesper was turned round and round in the most alarming manner, appearing but as a plaything in the hands of the genii of this whirlpool. At one moment we found ourselves close to the breakers, which border the shore of the Straits, upon which we were driving with a rapidity that seemed scarcely to leave time to prepare for the catastrophe before us; and then, at the very moment when we had lost the hope of deliverance, a counter current caught us with the same violence, and hurried us over to the opposite shore, where a similar counteraction again preserved us. The chart before me was not particularly calculated to cheer us, as the Dutch navigators had marked a small island at the entrance of the Straits—"Banditti island," another, "Murderer's Point," "Assassin's Bay," &c. I now observed with attention and satisfaction the progress of the vessel in this dreadful vortex, and found that, independently of the counter currents, the direction of the whole movement was to the northward, through the Straits, with such a velocity, that at the expiration of two hours we had opened the northern entrance; in the course of the same night we gained the entrance of the Java sea without any accident, and next morning again entered the Bali Straits by a northern passage. The weather was now for a day or two tolerably settled, so that notwithstanding the experience I had gained in my first attempt to remain at sea, I was induced to make a second experiment. Accordingly we started again by the same route. The morning was fine, and the easterly current outside did not appear too rapid to prevent us *holding our ground*; but towards the afternoon it grew black to the S.W., and in a short time a gale of wind came on with great fury. It blew a perfect hurricane all the night, and in the morning, when we stood in for the land, I discovered by observations of chronometer, that we were now opposite the coast of Sumbaya. The strength of the currents of course vary with the violence of the wind, and as it still continued to blow with unabated fury, I considered any attempt to return to our cruising ground as perfectly hopeless and impracticable,

until the termination of the monsoon, unless I had chosen to cross the equinoctial line, and thus profiting by the contrary monsoon which blew to the northward of the equator, be enabled to return to Java; but the short stock of provisions, and the wearied and sickly state of my crew, rendered it absolutely necessary that we should quickly find some sheltering port. I cast my eyes over the chart, and saw no place where we could expect to find refreshment nearer than Timor; and although I had no local knowledge of the state of that settlement, I concluded it, from the appearance of the chart, to be of some importance, and hoped that possibly before this time the British Government might have sent a garrison to take possession of it. I decided, therefore, to make the best of my way to that place, and ran down before the wind, running a great risk from the coral reefs, which extend to a considerable distance from Sandal Wood island, and which were not laid down in the chart. I found myself the next day in the open sea, between the above mentioned island and Timor. The weather was now occasionally clear, though still blowing with undiminished violence; but I was fortunately able to determine with tolerable precision, the latitude by double altitudes, which was of the utmost consequence, as my intention was, to enter the Straits which are formed by the two small islands lying to the westward of Timor. At eight o'clock in the evening, we were, by calculation, exactly in the latitude of the Straits, at the supposed distance of about fifty miles. I therefore ordered the ship *to be hove-to* for the night, and not to attempt a nearer approach until the next morning; but these orders were so unskillfully executed by the officer of the watch, that, a tremendous squall unluckily coming on at this time, the fore-yard was carried away, and to clear the wreck, it was absolutely necessary (at whatever hazard) to put before the wind, although at the imminent risk of approaching the lee shore during the night. I steered then due east for the Straits, and was obliged to remain *running* for a considerable time, until the wreck was cleared, when we were enabled *to heave to*. I knew that by this time we must be within twenty miles of the land, and my anxiety was extreme. I remained on deck all night, during which the weather was excessively bad, and the ship drifting fast to the eastward. The day had not yet broken, when the alarm was given—'breakers on the lee bow;' the vessel was instantly wore round, and scarcely had she gone on the other tack, when again—"land a head;" and the surf was seen breaking over the rocks with tremendous fury. I could now only hope that we were in the Straits; but our preservation depended on various circumstances,—upon the correctness of the latitude of the Straits, as marked down in the chart; on the precision of my observations the preceding day; and on the exactitude of our course during the night. It was a fearful moment,—if in the Straits I knew we were safe; but if a quarter of a mile to the northward or southward, nothing could possibly save us from destruction. The day was not yet clear; we wore round frequently

to av
a mil
seem
roun
the s
I had
the la
squal
Straits
had s
steere
forme
Here
diffic
the D
from
knew
never
ploye
canoe
this s
them
morn
had s
land o
bott
stood
began
I look
habita
and ro
The p
batter
colour
see the
ment
taken
bearin
of the
render
return
the af
years,
with t
honou

to avoid the tremendous breakers on either side ; the Straits were not half a mile in breadth ; a perfect silence prevailed on board ; every individual seemed absorbed in the contemplation of the imminent danger which surrounded them ; and the rapid execution of every successive order, shewed the superiority of British seamen over every other in the hour of danger. I had sent men aloft to report if any opening could be observed between the land to leeward ; when at once on the dispersion of a dark and heavy squall, which kept back the day, several voices exclaimed, " We are in the Straits, Sir," and the opening appeared every moment more manifest. *We had stood the cast of life or death, and the throw was successful.* I now steered confidently into the Straits, and we were soon in that part of them formed by the northernmost of the two islands I have spoken of, and Timor. Here we were perfectly sheltered from the fury of the monsoon, but our difficulties were not all over. Our chart, owing to the illiberal conduct of the Dutch government, whose invariable practice was to preclude strangers from all knowledge whatever of their seas, contained no details, and I knew not in what part to look for an anchorage. Our sounding-lead could never reach the bottom with forty fathoms, and the day was employed in a vain search. I was in hopes, by the intervention of some canoe, to have opened a communication with the shore, and to have gained this so necessary information ; but neither men nor habitation presented themselves in this quarter. I continued in the Straits all night, and in the morning sailed out to explore the northern coast of Timor. The weather had somewhat moderated when I quitted the shelter of the Straits. The land of Timor formed, I found, a deep bay to the northward, at the bottom of which, I suspected the settlement I was in search of existed. I stood in for a considerable time, but no signs of habitation appearing, I began almost to despair of finding the object of my search here ; when, as I looked through my glass for the last time, I imagined I perceived a red habitation peeping from among the trees. I now stood in farther, and rounding a precipitous point, my doubts were changed to certitude. The picturesque town of Coupang presented itself, protected by the battery of Vittoria, which stood high on a cliff to the westward. Our colours were now hoisted, a signal gun was fired, and I expected to see the British flag hoisted on the fort ; but you may judge of my embarrassment when I observed the Dutch flag wave. What measure was to be taken ? I immediately despatched an officer with a flag of truce ashore, bearing a letter to the governor, in which I informed him of the reduction of the Dutch settlements in Java by the English, and demanded the surrender of the colony, and his immediate attendance on board. The officer returned with the answer of the governor, that he could not comprehend the affair ; that he had had no communication with Java for nearly two years, and begged me to come on shore to explain. I did not hesitate, with the white flag in my hand ; I was received on the beach with military honours, the battery was manned, and the troops and militia drawn up.

I proceeded to the government-house, and commenced the conversation by a recapitulation of the late events at Java, &c. and demanded again the immediate surrender of the settlement. He required to see my authority, and the written orders usually given on such occasions. I was obliged to be frank with him, and represented the truth; that accidental circumstances had brought me to Timor, where I expected to have found a British garrison, but that not being the case, it became my duty as a British officer, to haul down an enemy's flag wherever I might find it; adding, that if he did not think proper to surrender the island on the ground of its having been included in the capitulation by General Jansen, I now summoned him in my own name to surrender to me, as an enemy of superior force, stating, that I had on board 300 men, who waited only for my return, to come a-shore and commence an immediate attack. I warned him also that the blood which might be shed in this contest must rest on his head. He was considerably agitated, and undecided what part to take. To compel him to decision I drew out my watch, 'Sir, I give you ten minutes for deliberation; if, at the expiration of that time, you are not decided, *I am*, and shall return on board, and you must abide the consequences of a bombardment.' His inquietude increased; I saw that he was inclined to obey the summons, but the fear of committing himself would not allow him to act. I whispered to my Dutch interpreter to proceed to the fort, which was in sight from the portico of the government-house, where the conversation was held, and to endeavour, by feigning himself to be the bearer of orders to that effect, to haul down the flag. He executed his commission so well, that before ten minutes were expired, and while the governor was still hesitating, the flag of Holland was lowered, and the British ensign waved in its stead. It was now too late for him to retract; I thanked him for his *promptitude*, and immediately established him in due form, as vice-governor provisionally, till the ulterior orders of the British government were received; and I then promised him, that, provided he would answer for the fidelity of the colonists, I would not run the risk of disturbing the harmony which I hoped would reign in the settlement, by landing a single Englishman, excepting my own boat's crew, as a body-guard to myself. He acquiesced entirely in my views, and you will easily conceive what were really the motives of my apparent delicacy; viz. the almost total impossibility of garrisoning the fort, not having more than thirty or forty efficient men, who were scarcely sufficient for the ordinary duty of the ship. Our measures were now all amicably arranged. I received and returned the official visits of the chief personages of Coupang. Fresh provisions, &c. were sent off to us in abundance, and I procured a pilot to place the ship in a secure anchorage, which I was glad to find was at a considerable distance from the place, as by that means, I should have less difficulty in preventing communication, and letting the real state of the case and of our small force be known, till my authority was securely established: my grand aim was to secure it by conciliation.

With the governor himself I had no difficulty, for the more we lived together, the more reason he had to be convinced that he was not deceived as to what had taken place at Java; but I soon found the case was far different with those who had not the same opportunities of investigation. The public mind was in a state of great ferment; weeks had now elapsed since my arrival, and no vessel had appeared from *any* quarter bearing the confirmation of the capture of Java, and the overthrow of their empire in these seas, which were looked upon as equally chimerical as the destruction of one of the great powers of Europe. I had a Malay slave who was much attached to me; this man brought me frequently reports of what passed in the companies at Coupang. They had already more than suspected the distressed and sickly state of our force, and exclaimed loudly against the pusillanimity of the governor, in lending a credulous ear to the improbable story I had told him; my trusty servant also told me of a report that was prevalent, that a conspiracy was entered into by the governor, the principal inhabitants, and the four native rajahs in the vicinity; who, on a pre-concerted signal, were to join their forces, make myself prisoner, and re-hoist the Dutch flag. I was the more inclined to give credit to this story, as my house had been nightly beset by parties of the natives and slaves, who had repeatedly disturbed me by their war cries; but the activity and alertness of my guard prevented any thing unpleasant happening. It now appeared to me that matters were drawing to a crisis, and that some *decided* measure must be taken immediately; accordingly, I went on board my ship next morning without making my intention known, and ordered the commanding officer to bring her as close to the town as the depth of water would permit, and to have all clear for action. I next proceeded with my boat's crew, properly armed, with the intention of making myself master of the person of the governor, as a hostage and security for the good conduct of the citizens. I chose mid-day as the season for the enterprise, as in the tropics it is the season of tranquillity and repose. I entered the inner harbour, which led to the very door of the governor's house: no alarm was given; not a soul was stirring: I entered the inner apartment with my trusty crew, who planted themselves at the door: the governor soon appeared, alarmed and agitated. I explained to him the report which had reached my ears, of a conspiracy against us, and that he was supposed to be implicated. He was excessively distressed, called on every thing sacred to witness his perfect innocence, but admitted, that for several days past he had not been perfectly satisfied with the behaviour of some individuals, who had made very improper proposals to him. In reply, I stated to him my extreme dissatisfaction at the want of confidence of the colonists, who appeared to have mistaken my hitherto mild manner of treating them, for a want of force and authority. It was now necessary to undeceive them. At this moment a gun was fired from the *Hesper*, which was the signal to me that she had taken her allotted station, a-brest of the town.

I directed a call of the principal inhabitants immediately, and they were told to prepare themselves to take the oath of allegiance the following morning in the castle yard. In the mean time the governor was to remain a prisoner in his own house; and it was understood, that his person was responsible for any outrage or tumult that might take place. This sudden call and declaration, and the appearance of the Hesper's broadside within three hundred yards of the beach, checked at once the rising seeds of disaffection. They renewed to me their promises of fidelity and attachment, and professed themselves perfectly ready to take the oath of allegiance to His Britannic Majesty. The night passed without any thing extraordinary. In the mean time, I had thrown into the battery every disposable man from the ship, leaving the convalescents and boys to do their best in keeping a constant fire on the town, in case it should be necessary. Asiatic indolence was astonished and alarmed at the promptitude and decision of our measures; they felt and acknowledged their inferiority. At nine the following morning, the procession moved from the governor's house towards the fort. I could scarcely keep my gravity at the spectacle; the governor, secretary, and suite, had ransacked their wardrobes to make up gala dresses, and never were seen such originals; however, the solemnity was well preserved, and we entered the castle yard under a military salute from the Dutch troops and a detachment of British seamen; the four native princes also attended the ceremony at the head of their respective councils. The Malay troops were in line, and the principal inhabitants assembled around me; the governor advanced in the middle, and read aloud the oath of allegiance, which was answered by all present, amidst a salute of twenty-one guns, fired by our detachment. All seemed to pass off well, when an unlucky peal of thunder seemed to awaken the superstitious feelings of my demi-civilized friends. I determined to anticipate the evil augury, and my interpreter exclaimed, that heaven likewise joined in the solemnity we were celebrating. It was answered by a *viva*, and we assembled in the evening to a ball and supper, prepared under the portico of the government-house, adorned by some fine old banyan trees, which had stood there for ages, and whose successive branches having taken root, formed a most singular and picturesque shelter from the heats of the day or dews of night. Universal harmony prevailed: Keisan, the chief of the princes, paid his devotions most earnestly to the brandy bottle, which was placed near him; his attachment to his new master increased at every glass; he embraced me again and again, and swore to follow me through the world. All present seemed to feel more or less the effects of their libations. I gave the signal to rise, and at the same instant, an officer whom I had stationed with some fire-works, discharged the rockets. From that moment I felt myself perfectly secure of the fidelity of my new subjects. With few exceptions, almost all, creoles and natives, fell with their faces on the ground, and several moments elapsed before their consternation had passed away. Nothing of any moment occurred after this

affair, until my departure. The monsoon had begun to relax, and towards the month of March, light and variable breezes announced the return of the fine season. I now took leave of my new friends in a state of perfect tranquillity and submission to the British government; as in the interim, a Chinese junk had touched at the island, and confirmed the news of the downfall of their eastern empire. We returned to Java without accident or difficulty, and were hailed with satisfaction and joy by the rest of the squadron, who had long given us up for lost.

(Signed) "C. T. THRUSTON."

Commander Thruston's appointment to the *Hesper* was confirmed at home on the 7th Feb. 1812. On the conclusion of the above service, which affected his constitution deeply, he was ordered to Madras, where, immediately on his arrival, a violent inflammation of the liver displayed itself, which in a few hours brought him to death's door. The medical men insisting that an immediate change of climate offered the only chance of saving his life, Captain William Jones Lye, of the *Doris* frigate, then about to sail for England, kindly consented to receive him on board, though already encumbered with a crowd of other passengers. He returned home in Nov. 1812, and, for a year or two afterwards, sought that repose which his shattered health required. When again enabled to offer himself for service, the war had ceased; and he, with some hundreds of other officers in a similar situation, found it impossible to obtain further employment. Since then, with the interval of two or three years spent on the continent, his time has been chiefly passed in North Wales, endeavouring by magisterial and other civil duties, to keep down the longing for a life of greater activity and enterprise, but which he has little hope of prosecuting again, as the greater part of the powerful friends of his youth are no more.

Commander Thruston married, 1st, in 1815, the sole surviving child and heiress of Lewis Edwards, of Talgarth, Merionethshire, Esq.; in right of which lady he became possessed of considerable landed property in that county. 2dly, in 1829, Eliza, second daughter of Admiral Sotheby. By the former marriage, he has four children now living;

their mother's sister was the wife of the Hon. Thomas Parker, brother to Lord Macclesfield.

WILLIAM HOLMAN, Esq.

WAS made a lieutenant in Sept. 1799; and commanded a boat belonging to the *Regulus* 44, Captain (now Sir George) Eyre, at the capture of an armed schooner and several merchant vessels, in Aguada Bay, Porto-Rico, July 11th, 1798. In 1811, he acted for some time as captain of the *Hibernia* 120, off Toulon. His commission as commander bears date Feb. 20th, 1812.

THOMAS METHVEN, Esq.

WAS made a lieutenant early in 1798, and promoted to his present rank on the 21st Feb. 1812; previous to which he had served in the *Invincible* 74, Captain (now Vice-Admiral) Ross Donnelly; and as first of the *Resistance* frigate, Captain Philip L. G. Rosenhagen, on the Mediterranean station. He married, in 1829, Janet Grant, youngest daughter of the late David Hunter, of Blackness, Esq.

ROBERT GILES, Esq.

WAS made a lieutenant on the 29th April, 1799; and promoted to the command of the *Scorpion* sloop, on the Leeward Islands station, Mar. 12th, 1812. He died Feb. 6th, 1824, in his 49th year.

JOHN FORBES, Esq.

WAS made a lieutenant in Dec. 1800; presented with the Turkish gold medal, at the close of the Egyptian campaign, in 1801; wounded while serving under Sir John T. Duckworth, in the Royal George, first-rate, during the expedition against Constantinople, in 1807; appointed to the Antelope 50, flag-ship of Admiral John Holloway, in the summer of 1810; and advanced to his present rank on the 17th Mar. 1812. He subsequently commanded the Erebus sloop, on the North Sea station.

CHARLES FARWELL, Esq.

WAS made a lieutenant on the 30th April, 1807; promoted to the rank of commander, Mar. 17th, 1812; appointed to the Alert sloop, Feb. 11th, 1819; and granted the out-pension of Greenwich Hospital, June 7th, 1830.

THOMAS GALLWEY, Esq.

OBTAINED a lieutenant's commission in Sept. 1807; served as such under Captain (now Sir Philip) Broke, in the Shannon frigate; and was advanced to his present rank, Mar. 17th, 1812. Since the peace he has been employed in the Preventive and Coast-Guard services.

JOHN JEKYLL, Esq.

WAS made a lieutenant towards the close of 1796; and commander on the 21st Mar. 1812. Previous to this latter promotion, he had displayed much ingenuity in contriving the common hand-pump to serve as a fire-engine on board ships; and some years afterwards, obtained a patent for certain improvements in steam or vapour baths, to render the same more portable and convenient than those then in

common use. In Dec. 1823, he presented the Bath and West of England Agricultural Society, with an excellent break for shoeing oxen, which had been in use for some years, and was placed in the cattle yard of the society. He at the same time exhibited a portable vapour bath, which had been highly approved of by H. R. H. the Duke of York, also by several of the most intelligent and respectable medical men of the army and navy, and is now used in some of the metropolitan hospitals. He likewise displayed a model of a mail-coach, to prevent the pressure of the vehicle against the horses, in descending hills. If, as has been said, steam is a powerful and successful agent in the yellow fever of the West Indies, the typhus fever, and the cholera morbus of India, Commander Jekyll's vapour bath must be of great importance to both services.

JOSHUA TREACY, Esq.

OBTAINED the rank of lieutenant in Dec. 1797; and served for many years under the late Admiral Sir Charles Cotton. On that officer striking his flag in 1807, Mr. Treacy accepted an offer of Sir John Borlase Warren, and proceeded with him to Halifax, as first of his flag-ship, the *Swiftsure* 74. When Sir Charles Cotton assumed the command on the Lisbon station, after the emigration of the House of Braganza, he again applied for his old follower; who accordingly hastened to join the *Hibernia* 110, from which ship he was removed, with the admiral's retinue, into the *San Josef* 112, on the Mediterranean station, in 1810. Lieutenant Treacy was made a commander on the 21st Mar. 1812.

RICHARD ALCOCK, Esq.

SON of the late Robert Alcock, of Desmana, co. Waterford, Ireland, Esq., and grandson of John Alcock, Dean of Lismore, in the same county. His uncle, Alexander Alcock, was Dean of Kilmackdoagh, co. Galway; and his father's

youngest brother, John Trevor Alcock, died Lieutenant-Colonel of the 47th regiment, in the West Indies, *anno* 1796.

The Alcock family is one of the oldest in county Waterford, and long held the representation of it and Wexford. They trace their descent in a direct line from John Alcock, Dean of Westminster, afterwards Bishop of Winchester, and subsequently of Ely; founder of Jesus College, Cambridge, and of a free school at Kingston-upon-Hull; a man high in the esteem of King Henry VII., by whom he was successively appointed Lord President of Wales, and Lord High Chancellor of England.

Mr. RICHARD ALCOCK was born at Desmana, Nov. 17th, 1781; and appears to have entered the royal navy under the auspices of the late Admiral Sir John Colpoys, by whom he was placed in the *Pompée* 80, Captain (afterwards Admiral) James Vashon, in the summer of 1795. After serving five years with that officer, he joined the *America* 64, bearing the flag of his friend Vice-Admiral Sir William Parker, from whom he received an order to act as lieutenant of the *Lily* sloop, on the Halifax station, in 1802. His appointment, however, was not confirmed until Dec. 7th, 1804; after which he served under Captain Clotworthy Upton, in the *Lapwing* and *Sybill* frigates, for a period of five years: the latter ship was present at the bombardment of Copenhagen, and consequent surrender of the Danish navy, in 1807.

In Dec. 1809, Mr. Alcock became first lieutenant of the *Theseus* 74, Captain (now Sir John P.) Beresford, with whom he continued, in that ship and the *Poictiers* of similar force, until sent to the Mediterranean, on the Admiralty list for promotion, in July, 1811. The *Theseus* was attached to the Walcheren expedition; and the *Poictiers* employed in the river Tagus, and blockade of Rochefort and Brest.

This officer obtained the rank of commander, Mar. 21st, 1812; and married, July 15th, 1813, Frances Maria, daughter and co-heiress of William Philips, of Court Henry, in Carmarthenshire, Esq. his Majesty's Attorney-General for South Wales (and niece to Admiral Sir Thomas Foley); by whom he left three sons and one daughter to deplore his

death, which took place some time in the year 1827. His only brother was then Major of the Waterford militia; one of his first cousins, Major-General Sir John Keane, K. C. B., Lieutenant-Governor of Jamaica; and another, Lieutenant-Colonel Edward Keane, commanding officer of the 6th (or Enniskilling) regiment of dragoons. In 1805, when the late Viscount Melville was impeached "for high crimes and misdemeanors," the subject of this sketch had five near relations in parliament, who all voted in his lordship's favor. Mrs. Alcock's mother married (secondly) Henry second Earl Bathurst, by whom, however, she had no issue.

GEORGE TRUSCOTT, Esq.

SIXTH and youngest son of the late Rear-Admiral William Truscott, whose services are detailed in the Naval Chronicle, vol. xxx, p. 177 *et seq.*

This officer was made a lieutenant on the 28th Feb. 1805; promoted to his present rank, Mar. 21st, 1812; and appointed to the command of the Havock sloop, on the North Sea station, Dec. 6th, 1813. In 1811, whilst serving as first lieutenant of the Dryad frigate, Captain Edward Galwey, he invented the "*Force Pump*," by which fresh water is now obtained from the hold without disturbing its stowage. Previous to the introduction of this machine, the main-deck of a man-of-war, in consequence of the practice then resorted to of getting at her daily supply, bore a greater resemblance (pending the operation) to a wholesale cooperage than a battery, from the number of empty casks with which it was unavoidably lumbered. This frequently created the greatest confusion, by impeding the performance of important evolutions; such as making sail in chase, or clearing ship for action.

Commander George Truscott married, Nov. 29th, 1820, the only daughter of the late Michael Stritch, of Exeter, Esq.

FREDERICK WILLIAM ROOKE, Esq.

WAS made a lieutenant on the 15th Nov. 1805; and promoted to the rank of commander Mar. 21st, 1812.

WILLIAM PENDER ROBERTS, Esq.

WAS made a lieutenant on the 5th Feb. 1806; appointed to the Ariel sloop, Captain Thomas White, in 1808; promoted to his present rank, Mar. 21st, 1812; and elected Mayor of Penryn, Cornwall, in Sept. 1822. He married, in 1819, Harriet, second daughter of Captain Rowland, of Penzance.

JOHN PRICE, Esq.

WAS made a lieutenant on the 31st July, 1795; and served as such under Captain (now Sir Graham) Moore, in the *Melampus* frigate, at the defeat of Mons. Bompard, by Sir John B. Warren, Oct. 12th, 1798. On the following day he assisted at the capture of *la Résolue*, French 36, and was thus spoken of by his commander:—"As a very heavy gale of wind came on immediately after our boarding *la Résolue*, the second lieutenant, Mr. John Price, with twenty-one men, were all that could be thrown on board of her, with the loss of our two cutters. That officer deserves very great credit for his active exertion in clearing her of the wreck of her masts and rigging, and in keeping company in so violent a storm."

In July, 1804, Lieutenant Price commanded the *Archer* gun-brig, and was highly commended by Captain (now Sir Edward) Owen, for his "decisive promptness" in attacking the Boulogne flotilla, many vessels of which were driven on shore and destroyed in the presence of Napoleon *Buonaparte* *.

In 1807, we find him commanding the *Gladiator* receiving-

* See Vol. II. Part I. p. 127 *et seq.*

ship, bearing the flag of Sir Isaac Coffin, at Portsmouth; in 1810, he was appointed flag-lieutenant to Sir Roger Curtis, the commander-in-chief at that port; and in June, 1811, to the acting command of the *Zephyr* sloop: he obtained the rank of commander on the 28th April, 1812; and died in Jan. 1828.

ARTHUR M'MEEKAN, Esq.

WE first find this officer commanding a few borrowed and miserably equipped gun-boats, employed in the defence of Cadiz, previous to the establishment, by Sir Richard G. Keats, of the "fire-eating" flotilla, alluded to in p. 131 of Vol. III. Part I. On one occasion, the force under his directions sustained very considerable loss, in an attempt to regain possession of some prison-ships, which, their cables having been cut by the Frenchmen confined in them, had drifted on shore, close under the besiegers' batteries. He was afterwards appointed first lieutenant of the *Maidstone* frigate, Captain George Burdett; and, on the 4th April, 1812, with the boats of that ship, he captured, off Cape de Gatt, the French privateer *Martinet*, of two guns and fifty-one men. He obtained his present rank on the 7th of the following month; and subsequently commanded the *Griper* sloop, for a period of nearly two years.

DANIEL ROBERTS, Esq.

WAS made lieutenant into the *Phoenix* frigate, Captain Zachary Mudge, July 12th, 1809; promoted to the rank of commander, May 16th, 1812; appointed to the *Meteor* bomb, June 23d, 1815; and to the *Hydra* troop-ship, Sept. 15th, following.

JOSEPH MARRETT, Esq.

OBTAINED a lieutenant's commission in 1799, and his present rank on the 26th May, 1812. His eldest daughter is the wife of Lieutenant Wakeham Edwards, R. N.

JOHN WEEKS, Esq.

WAS born at Worcester, in 1774; and served as midshipman on board the *Robust*, third rate, Captain Rowland Cotton, during the Spanish and Russian armaments in 1790 and 1791. He next joined the Hon. E. I. Company's service; but left it and re-entered the royal navy, in the *Bellona* 74, Captain George Wilson, soon after the declaration of war between Great Britain and the French republic, in 1793. His first commission bears date Dec. 14th, 1798. We subsequently find him in the *Néréide* frigate and *Theseus* 74.

Towards the close of 1809, Lieutenant Weeks was appointed to the *Growler* gun-brig, in which vessel he assisted at the destruction of two French frigates and a brig of 18 guns, near l'Orient, May 22d, 1812*. For his good conduct on that occasion he was promoted to the rank of commander, May 29th, 1812. His subsequent appointments were, in Mar. 1816, to the Ordinary at Sheerness, where he continued for a period of three years; and, June 20th, 1822, to the *Harlequin* sloop, on the Cork station, which vessel he commanded until Nov. 1824. Whilst thus employed, he presented to the Admiralty a substitute for a lower-deck port: it consists of three pieces of plank cut to the breadth of the ports, fitting one above the other, with a deep rabbet; it has small rings in it with laniards, and is fitted in the worst weather with ease and expedition. He also presented to the Society of Arts a new night telegraph; but, although it met with a favorable reception, the Admiralty declined using it in time of peace, as being unnecessary. Commander Weeks died in the year 1824.

* See Vol. I. Part II. p. 618, *et seq.*

JOHN BANKS, Esq.

Was made a lieutenant on the 25th Feb. 1806; and served as first of the Northumberland 74, Captain (now Sir Henry) Hotham, at the destruction of two French frigates and a national brig, near l'Orient, May 22d, 1812*; for which service he was promoted to his present rank on the 29th of the same month. This officer married, Mar. 10th, 1815, Miss Elizabeth Banks, of Bath.

JOHN KEENAN, Esq.

Was a midshipman of the Queen 98, bearing the flag of Rear-Admiral (afterwards Lord) Gardner, at the great battle of June 1st, 1794; on which occasion that ship sustained a loss of 36 officers and men slain, and 67, including her captain (John Hutt) mortally wounded.

In Dec. 1795, Mr. Keenan was promoted to the rank of lieutenant;—in 1801, he commanded the Sheerness tender;—in 1807, we find him serving as first of the Hibernia 110, bearing the flag of Lord Gardner;—in 1811, he obtained the command of the Resolute gun-brig;—and on the 29th of April, 1812, he displayed great bravery in a desperate attack made by Captain (now Sir Thomas) Ussher on several French privateers lying under the batteries of Malaga †. For his good conduct on this occasion he was made a commander, June 1st following.

WILLIAM BUCHANNAN, Esq.

OBTAINED the rank of lieutenant in Dec. 1805; and served as such under Captain (afterwards Rear-Admiral) Donald Campbell, in the Audacious 74, on the Baltic and North Sea stations. He was next appointed first of the Dicta-

* See Vol. I. Part II, p. 618, *et seq.*

† See Suppl. Part I, pp. 345—348-

tor 64, Captain James Pattison Stewart, who, when reporting the performance of a very dashing exploit on the coast of Norway, in the night of July 6th, 1812, described him as "a most gallant and excellent officer *." Eleven days after this affair, he was advanced to the rank of commander.

THOMAS EYRE, Esq.

WAS made a lieutenant towards the close of 1800; promoted to his present rank, July 25th, 1812; and appointed to the *Thisbe* 28, employed as a receiving-ship in the river Thames, June 11th, 1814.

WILLIAM CASE, Esq.

OBTAINED the rank of lieutenant in 1797; and served as such under Captains Edward Stirling Dickson and John Richards, in the *Victorieuse* sloop, previous to the peace of Amiens.

"On the 3d of December, 1798, at 2 A. M.," says Mr. James, "the *Victorieuse* and 14-gun brig sloop *Zephyr*, having received on board, by order of Colonel Picton (commanding at Trinidad), a major and forty men of the York Rangers, landed them, along with a party of seamen, near the river Caribe, in the island of Margarita, in order to attack the forts in the rear, while the two brigs cannonaded them in front; but at daylight, the Spanish commandant sent to beg the British not to fire, as he would give them immediate possession. This he did; and the guns were brought off, and the troops re-embarked. The brigs then made sail for the port of Gurupano, in the same island, and at 4 P. M. arrived there. Observing a French privateer in the harbour, Captain Dickson sent in a flag of truce, to say that the British were determined to take her out, and warning the commandant of the fort not to fire at them. He replied, that he would protect the vessel, which was the *Couleuvre*, of six guns and eighty men, and that the British should give him up the guns they had taken at Rio-Caribe.

"No time was now to be lost; and having landed the troops, also thirty seamen commanded by Lieutenants Case and M'Rensley, Captain

* See Suppl. Part III, p. 35.

Dickson anchored with the *Victorieuse* and *Zephyr*, and opened a smart fire on both forts, one of which mounted four, the other two guns. In ten minutes the seventy troops and seamen carried the lower fort; and immediately the Spanish flag at the other was hauled down and replaced by a French one. At the end of five minutes more, the upper fort also surrendered. The number of men that garrisoned the two was estimated at 300; but they, as well as the crew of the privateer, effected their escape. The *Couleuvre* and the battery guns were carried off, and both forts destroyed. The casualties on the part of the British were two men killed and two wounded."

In Aug. 1802, we find Lieutenant Case serving under Captain Christopher Basset Jones, of the *Beaver* sloop, and exhibiting the following charges against him:—1st, for running the said vessel on shore through obstinacy;—2d, for tyranny and oppression;—3d, for having used language to his accuser, scandalous and unbecoming the character of an officer. The first charge was declared to be frivolous and vexatious; the second was partly, and the third fully, proved. Captain Jones was therefore adjudged to be dismissed H. M. service.

On the 25th of Sept. 1806, Lieutenant Case, then first of the *Centaur* 74, Captain Sir Samuel Hood, assisted at the capture of four large French frigates, full of troops, arms, ammunition, provisions, and stores, from Rochefort, bound to the West Indies. On this occasion, Sir Samuel Hood received a severe wound in his right arm, and was obliged to quit the deck, leaving the ship in charge of Lieutenant Case, whose "judicious conduct," during the whole affair, he highly approved and duly represented*. On the 27th of Aug. 1808, the same officer, then a rear-admiral, again recommended him, in an official letter addressed to Sir James Saumarez, reporting the destruction of the *Sewolod*, a Russian 74 †.

Lieutenant Case's next appointment was in 1811, to be first of the *Minden* 74, fitting out for the flag of Sir Samuel Hood, as commander-in-chief on the East India station. He obtained his present rank, and the command of the *Samarang* sloop, in August 1812. This officer married, Sept. 15th, 1829, Miss Hallett, of Chickcock, Devon.

* See Vol. I. Part II. p. 570 *et seq.*

† See Vol. II. Part II. p. 649 *et seq.*

W.
third
captu
Donn
ment
the V
Torri
He o
and d

WA
Aug.

WA
the 12

OB
1797
tion,
rank A

JAN

WA
comm
as fol
flûte:
lowing

JOHN PRICKETT, Esq.

WAS made a lieutenant in April, 1794; and served as third of the *Blanche* 32, Captain Robert Faulknor, at the capture of *la Pique* French frigate, between Guadaloupe and Dominica, Jan. 5th, 1795 †. From this period we find no mention of him until 1811, when he was appointed first of the *Warrior* 74, Captain George Byng (afterwards Viscount Torrington), fitting out at Chatham, for the North Sea station. He obtained the rank of commander on the 12th Aug. 1812; and died early in the year 1823.

WILLIAM SHIPPARD, Esq.

WAS made a lieutenant in May, 1794; and commander, Aug. 12th, 1812.

EDWARD HALL, Esq.

WAS made a lieutenant in June, 1797; and commander on the 12th of Aug. 1812.

RICHARD BURTON, Esq.

OBTAINED a lieutenant's commission in the autumn of 1797; commanded the *Tickler* cutter, on the Falmouth station, in 1809 and 1810; and was advanced to his present rank Aug. 12th, 1812.

JAMES AUGUSTUS SEYMOUR CRICHTON, Esq.

WAS made a lieutenant in 1799; promoted to the rank of commander, Aug. 12th, 1812; and subsequently appointed as follows:—Aug. 10th, 1813, to the *Æolus* 32, armed *en flûte*:—Sept. 3d, 1814, to the *Bustard*;—and, Nov. 15th following, to the *Ringdove*, sloops.

† See Vol. II. Part I. p. 10 *et seq.*

JOHN SHEPHERD, Esq.

WAS made a lieutenant on the 10th of May, 1799; and commander Aug. 12th, 1812.

CHARLES HOLE, Esq.

WAS born at West Buckland, near Barnstaple (of which place his father, the Rev. William Hole, was surrogate), Feb. 27th, 1781*.

This officer entered the royal navy, as midshipman on board the *Atlas* 98, Captain Edmund Dodd, June 6th, 1795; and was scarcely fifteen years of age when he had the temerity to walk from the main-top-sail-yard-arm to the rigging, without holding by any rope; an exploit rendered the more remarkable by the circumstance of the studding-sail-booms not being then aloft: he continued in the same ship, under the command of Captain Matthew Squire, until Oct. 1799; when we find him rated master's-mate of the *Stag* frigate, Captain Joseph Yorke. On the 29th of Aug. 1800, he commanded a boat at the capture of *la Guêpe*, French ship privateer, of 18 guns and 161 men. The enemy's loss on this occasion consisted of no less than sixty-five men killed and wounded; that of the British, four killed, one drowned, and twenty wounded†.

On the 6th of the ensuing month, the *Stag*, then under the command of Captain Robert Winthrop, was wrecked in Vigo bay; after which disaster, Mr. Hole appears to have served as master's-mate of the *Renown* 74, flag-ship of Sir John Borlase Warren, on the coast of Spain, and in the Mediterranean; where he was removed to *le Généreux* 74, Captain Manley Dixon, in July, 1801; appointed acting master of the *Delight* sloop, Captain Richard William Cribb, in Sept. following; and from that vessel discharged into the *Foudroyant* 80, bearing the flag of Admiral Lord Keith, with whom he returned to England during the peace of Amiens.

* Suppl. Part III. p. 182.

† See Vol. II, Part II. p. 878

In Ju
Pelle
Cullo
mand
cessiv
Harris
in the
accou

" On
Phæto
Edward
Islands
the roa

" Im
warping
reef of
subsequ
light air
colours
chasers
three m
minutes
opened
seven, a
tinued a
and join
of the b
the diffic
close as
fought
mock-cl
tery: th
became
the reef.
the enem
the risk
signalled
boats, to
tion end

" The
by the er
shot in h
rier havi

In June, 1803, he joined the *Tonnant* 80, Captain Sir Edward Pellew (now Viscount Exmouth); and in May, 1804, the *Culloden* 74, bearing the flag of the same officer, as commander-in-chief on the East India station, where he was successively appointed acting lieutenant of the *Howe* frigate and *Harrier* sloop, both commanded by Captain Edward Ratsey, in the early part of 1805. The following is Mr. James's account of the action alluded to in Suppl. Part I. p. 175:—

“On the 2d Aug. 1805, at 1-30 p. m., as the British 38-gun frigate *Phæton*, Captain John Wood, and 18-gun brig-sloop *Harrier*, Captain Edward Ratsey, were entering the straits of St. Bernadino, Philippine Islands, a strange frigate (*la Sémillante*) was discovered lying at anchor in the road of St. Jacinta. * * * * *

“Immediately on discovering the British vessels, the *Sémillante* began warping in-shore, between a battery on the south point of St. Jacinta and a reef of rocks; in which operation she was assisted by several boats, and subsequently by her sails, which she loosed in order to take advantage of a light air that sprang up from the north-east. At 2-40 p. m., hoisting French colours and a broad pennant, the *Sémillante* commenced firing her stern-chasers at the *Harrier*; from whom the *Phæton* was then distant about three miles in the north-west. The battery began firing also; and in two minutes afterwards the *Harrier*, being off the north point of the bay, opened her starboard broadside. Finding the water to shoal from ten to seven, and then to five and four fathoms, the brig hove to; but still continued a smart fire. At a few minutes past 3 p. m., the *Phæton* got up and joined in the cannonade; and a round tower now added its fire to that of the battery at the point. The British frigate and sloop, although, from the difficulty of the navigation and the lightness of the breeze, unable to close as they wished, continued to engage. At 4 p. m., the latter wore and fought her larboard guns. At 4-30 she caught fire in her waist hammock-cloths, supposed to have been caused by red-hot shot from the battery: the flames, however, were soon extinguished. The weather now became nearly calm, and the brig, in consequence, began drifting towards the reef. At 5 p. m., finding that the *Phæton* could not get alongside of the enemy without warping, and that his boats would, in such a case, run the risk of being cut to pieces, Captain Wood ceased firing, hauled off, and signalled Captain Ratsey to do the same. The *Harrier*, by means of her boats, towed her head round: and, in a minute or two afterwards, the action ended.

“The *Phæton* had her sails, rigging, and some of her masts damaged by the enemy's fire; three of her boats were injured, and she received nine shot in her hull; but, fortunately, had only two men wounded. The *Harrier* having from her nearness to the shore, at its commencement, bore

the brunt of the action, suffered rather more than her consort. Her rigging and sails were much cut, and all her boats more or less damaged: her masts were also injured, particularly her main-mast, which she was obliged to fish to prevent it from falling. The fire from the *Sémillante* and batteries had been aimed chiefly at the rigging of the two British vessels; and that it was which occasioned the *Harrier's* loss to be no greater than the *Phæton's*,—two men wounded. The British stood off for the night, and at daylight on the 3d, having a fine breeze off shore, tacked and stood in to reconnoitre. They found that the *Sémillante* had warped close to the beach; and that, for her further protection, a six-gun battery had been erected on the north point. They waited off the port until the morning of the 4th; when, finding the French frigate still in the same place, they made sail, and ran through the straits of St. Bernadino. What loss the *Sémillante* sustained in this engagement, is not recorded in any French account; but it was afterwards understood at Calcutta, that she had 13 men killed and 36 wounded. With respect to the damage done to her hull and masts, all we know is, that she suffered so much as to prevent her from proceeding to Mexico, for a cargo of specie. '*La Sémillante avait été très-maltraitée dans ce combat; elle fut forcée de renoncer au voyage du Mexique **,' is an admission that places that fact beyond a doubt."

On the 4th July, 1806, the *Harrier* assisted at the destruction of the Dutch East India Company's armed brig *Elizabeth*, under the fort of Manado, in the Java seas. On the 6th, at the capture of another enemy's cruiser, named the *Belgica*; and, on the 26th of the same month, at that of the Batavian republican frigate *Pallas*, a large two-decked Indiaman, and an armed ship of 500 tons. Mr. Hole's "very exemplary conduct" during the action which terminated in the surrender of the *Pallas* and two of her consorts, was highly spoken of by his commander, the present Sir E. Thomas Troubridge †.

From Jan. 1807 until Aug. 1812, Mr. Hole served as Sir Edward Pellew's first lieutenant, in the *Culloden* 74, *Christian VII.* 80, and *Caledonia* 120; on the East India, North Sea, and Mediterranean stations. Whilst in the former ship, he appears to have had two narrow escapes. On the first occasion, he was standing across the main-tack when it gave

* *Dictionnaire des Batailles*, &c. tome iv. p. 5.

† See Suppl. Part I. p. 281.

way,
up to
denti
when
his sh
lowin
good
a d—
killed
tiousl
cessar
the bl
been l
which
have

On
Sir Ed
which
guns a
joining
Resist
Guada
quene
that th
with M
land, v
of 337

Com
his bro
Henry,
liam H
the lat
service.

ORT
comma

way, and his legs getting entangled, he was carried half-way up to the main-yard, from which height he fell, but providentially alighted upon the back of a sheep in the launch, from whence he was carried below with the blood running out of his shoes, receiving, as he crossed the quarter-deck, the following salute from the captain of marines, a very gallant and good officer, as well as a most worthy man :—" I don't care a d—n for your legs, you shall pay for the sheep you have killed !" Secondly, when unshipping the rudder, he incautiously stepped across the hawser, in order to give some necessary orders, and had scarcely done so when the lashing of the block through which it was passed gave way :—had he been but a single moment later, so violent was the force with which the block struck the beams, that he must inevitably have been crushed to pieces.

On the 29th Aug. 1812, Lieutenant Hole was promoted, by Sir Edward Pellew, to the command of the *Badger* sloop, in which vessel he captured *l'Aventure*, French privateer, of two guns and twenty-eight men, Oct. 30th, 1813. Previous to his joining her, he acted for about two months as captain of the *Resistance* frigate. His subsequent appointments were to the *Guadaloupe* and *Pelorus*, sloops, which latter he left, in consequence of ill-health, in Nov. 1814. We should here observe, that the *Badger*, owing to her having had communication with Malta, during the prevalence of the plague in that island, was never once admitted to pratique for the long space of 337 days.

Commander Hole is married, but has no issue. One of his brothers, Lewis, obtained post rank in Dec. 1813 ; another, Henry, is a captain in the royal marines : his nephew, William Hole, was made a lieutenant for gallant conduct during the late war with America, and is now in the coast-guard service. Two of his sisters are married to medical gentlemen.

ANDREW WILSON, Esq.

OBTAINED a lieutenant's commission in Feb. 1800 ; and commanded the boats of the *Alceste* and *Topaze* frigates, at

the capture of a three-gun battery, and two merchant vessels, lying under its protection, in the bay of Martino, island of Corsica, June 21st, 1810. On the 29th Nov. 1811, he was slightly wounded, whilst "most ably assisting" his captain, the late Sir Murray Maxwell, in a severe action with two French frigates of the largest class, from Corfu bound to Trieste*. His promotion to the rank of commander took place Sept. 17th, 1812. On the 4th Aug. 1815, he proposed to Viscount Melville "a more perfect research into the cause and effects which produce such unequal *tides* in various parts of the globe;" and we are informed, that his letter "was received by that nobleman with peculiar marks of approbation †."

THOMAS M'CULLGCH, Esq.

OBTAINED the rank of lieutenant in 1796, and that of commander on the 13th Oct. 1812. He married, in 1818, a Miss Elizabeth Montague Plenderheath; and died at Bath, in 1830, aged 56 years.

SMITH COBB, Esq.

ELDEST son of Benjamin Cobb, Esq. a magistrate of the county of Kent.

This officer was born in 1786; and entered the royal navy in 1800, as midshipman on board the *Ambuscade*, a new 36-gun frigate, commanded by Captain the Hon. John (now Lord) Colville, under whose care he was placed by the late Sir Evan Nepean, then secretary to the Admiralty.

The *Ambuscade* † returned home from the Jamaica station, and was paid off, in the beginning of 1802; but immediately re-commissioned by Captain David Atkins. Under

* See Vol. II. Part II. p. 804.

† See *Nav. Chron.* vol. xxxvii. pp. 489—495.

‡ Afterwards named the *Seine*.

that e
was a
recall
deck,
devote
compl
1805,
privat
in the
North
I. Co
station
April 2
On h
appoint
Lee; w
before
Regent
sequen
the me
abandon
of Brag
The
Plata, v
Spanish
the offic
be receiv
home, an
expeditio
bearing t
On the
was orde
previous
landed th
shore with
until the
under his
shot, and

that excellent man, whose melancholy fate in the *Defence 74*, was attended with circumstances that must have forcibly recalled to the minds of those brought up on his quarter-deck, the unflinching principles of their "gallant and self-devoted" commander, Mr. Cobb had the good fortune to complete the remainder of his first six years' servitude. In 1805, he assisted at the capture of the French and Spanish privateers *Perseverante* (schooner) and *Concepcion* (felucca), in the neighbourhood of Porto Rico. In 1806, he joined the *Northumberland 74*, bearing the flag of the Hon. Alexander I. Cochrane, commander-in-chief on the Leeward Islands station; where he received a lieutenant's commission, dated April 21st, 1807.

On his return to England, in the same year, Mr. Cobb was appointed to the *Monarch 74*, Captain (now Sir Richard) Lee; which ship formed part of the squadron detached from before Lisbon, by Sir W. Sidney Smith, to escort the Prince Regent of Portugal, his family, and court, to Brazil; in consequence of that illustrious personage, alarmed as he was by the measures of Napoleon Buonaparte, having resolved to abandon his European dominions, and to establish the House of Braganza at Rio Janeiro, "until a general peace."

The *Monarch* subsequently proceeded to the Rio de la Plata, where Captain Lee entered into a treaty with the Spanish authorities, for the suspension of hostilities, until the official accounts of the political changes in Europe could be received from the mother country. In 1809, she returned home, and was attached to the magnificent, but ill-conducted expedition, against Antwerp; on which occasion we find her bearing the flag of Rear-Admiral William Albany Otway.

On the arrival of the fleet off Walcheren, Lieutenant Cobb was ordered to attend Sir Eyre Coote in a reconnoissance, previous to the disembarkation of the army. He afterwards landed that general and his staff, &c., and then served on shore with the naval brigade, under Lord Amelius Beauclerk, until the bombardment of Flushing, during which a gun-boat under his command was considerably injured by the enemy's shot, and had four of her crew wounded. Whilst assisting

in the subsequent operations of the flotilla, he had an attack of the prevailing epidemic, and was consequently obliged to be invalided. On his recovery, he rejoined the *Monarch*, after an absence of eight months.

In Aug. 1810, Lieutenant Cobb was sent to join a flotilla, consisting of twelve gun-boats, then about to be equipped at Gibraltar, under the orders of Commodore Penrose. The especial object which H. M. Government appear to have had in view on this occasion, was the protection of the bay and its neighbourhood; the recent success of the French arms having excited a well-founded alarm, not only for the security of our ordinary commercial relations with the Mediterranean, but also that the supplies on which Cadiz mainly depended might be intercepted, and those also cut off which were then chiefly procured from the Barbary coast, for the service of our cavalry in the peninsula. So large a force, however, soon appeared less requisite at Gibraltar than the enterprising character of the enemy had led ministers to expect it would become; and therefore, almost immediately after its organization, the greater part of this flotilla was ordered to be incorporated with another, previously established in Cadiz bay. Here, and on various detached services at Frangerola, Estapona, Conil, Sancti-Petri, Tarifa, and Algeziras, Lieutenant Cobb commanded a gun-boat for two years, during which period he took his share of every privation and danger attending so harassing an employment; and was, on several occasions, very flatteringly noticed by the distinguished officers under whom he successively served. For his conduct at Algeziras, he moreover received the thanks of the Regency of Spain, who transmitted also a request to the British ambassador, that his services might receive the consideration of H. M. Government. An outline of the operations of the combined flotillas, during the hottest part of the siege of Cadiz, will be found in Vol. III. Part I. pp. 127—141. The expedition against Frangerola is noticed in Suppl. Part III. pp. 198—200. For an account of the gallant and successful defence of Tarifa, the reader is referred to Landmann's "Historical, Military, and Picturesque Observations on Portugal," &c. Vol. I. p. 545, *et seq.*

On
the c
on th
get in
press
insign
equip
for H
Cou
of Wi
with
Cobb,
in acti
whose
very ac
those w
ther o
Thoma

Was
mander

THIS
St. Clair
fidelity
daughter
following
grenadie
ling-Wid
George T
Hants;
ampton.

On the 15th Oct. 1812, Lieutenant Cobb was promoted to the command of the ten-gun brig *Onyx*, in which he served on the Lisbon and Jamaica stations, until again compelled to get invalided, in 1815. His opinion, grounded, as he expresses it, on an anxious and irksome experience of their insignificance, is decidedly opposed to the construction and equipment of such vessels as the *Onyx*, holding them unmeet for H. M. navy, whether in peace or war.

Commander Cobb married, in 1816, Sarah, eldest daughter of William Coates, Esq. and is now, we believe, a widower, with one son and three daughters. Lieutenant Charles Cobb, first of the Castilian sloop, who was mortally wounded in action with the *Boulogne* flotilla, Sept. 21st, 1811, and whose zeal for his country's honor, and self-possession under very acute sufferings, excited the strongest admiration among those who witnessed his early and painful death, was a brother of this officer; as is also the present Lieutenant Thomas Cobb, R. N. *

JOHN MEADE, Esq.

Was made a lieutenant on the 19th April, 1803, and commander, Nov. 4th, 1812.

DAVID LATIMER ST. CLAIR, Esq.

Knight of the Royal Swedish Order of the Sword.

THIS officer is the third son of the late Colonel William St. Clair, of H. M. 25th regiment (who served with zeal and fidelity for the long space of forty-six years), by Augusta, daughter of the late John Tinling, Esq., and sister of the following gentlemen: *viz.* Lieutenant-General Isaac Tinling, grenadier-guards; Lieutenant-General David Latimer Tinling-Widdrington; Rear-Admiral Charles Tinling; Major George Tinling, 11th foot; John Tinling, Esq. of Fareham, Hants; and William Tinling, Esq. of Moira Place, Southampton. His grandfather was also a general officer, and

* See Suppl. Part I. p. 75.

a descendant of Walderness Compte de Saint Clare, the head of an ancient French family, cousin-german of William the Conqueror (with whom he came over to England, in 1066), and the common ancestor of Baron Sinclair, the Earl of Rosslyn, and the Earl of Caithness.

Mr. DAVID LATIMER ST. CLAIR was born at Chichester, co. Sussex, in May, 1786; and appears to have first embarked, as midshipman, on board the Royal Sovereign 110, bearing the flag of Sir Alan (afterwards Lord) Gardner, in May, 1798. Towards the close of the same year, we find him removed to the Scorpion sloop, commanded by his maternal uncle, Captain Charles Tinling, under whom he served in the expedition against the Helder, in 1799*. He next joined la Nymphé 36, Captain Percy Fraser; and whilst in that frigate, was very badly wounded by the bursting of a gun, which rendered it necessary for him to become an inmate of Plymouth Hospital for a period of three months. On a subsequent occasion, he was thrown overboard by the breaking of her spanker-boom, on which he happened to be standing when it caught the main-stay of a smuggling vessel, in her endeavour to escape to leeward. On the 22d Nov. 1802, being then only in his seventeenth year, he received a lieutenant's commission, appointing him to the Caroline 36, Captain (now Vice-Admiral) B. W. Page; in which ship he assisted at the capture of several armed vessels, and many valuable merchantmen, on the East India station, where he lost the use of his left thumb, by a sabre cut, when in the act of boarding a privateer; and twice narrowly escaped drowning—first, by the upsetting of a boat, on which occasion his life was saved by a Newfoundland dog; secondly, by the swamping of another, in which he was returning, with Captain Peter Rainier, from a shooting excursion up the Vizagapatam river. In Feb. 1806, he was obliged to invalid at Bombay, in consequence of ill-health, occasioned by extreme fatigue when docking and refitting the Caroline, of which ship he was then the senior lieutenant. His necessary expenses be-

* See Vol. I. Part I. p. 414 *et seq.*

twee
inclu
altho
with
appli
even
before
and t
office.
his h
joined
whose
testim

“ De
forded
the two
flag, up
and a g
approba
attack to
capturin

“ I sh
promotio
Sir, you
“ To e

The
at a d
six of t
wound
ther sh
Clair ha
very sp
tion to
on whic
of war.
French
sequent
did also
mas Bo

tween this period and the time of his arrival in England, including passage-money, amounted to 250 guineas; but, although he produced the necessary documents, together with a certificate from the commander-in-chief in India, his applications for reimbursement all proved unavailing, and even his half-pay, for nearly fourteen months that elapsed before he reached home, was withheld upwards of ten years, and then only paid through the interference of a friend in office. After a continued illness of more than three years, his health began to improve; and, about May, 1810, he joined the flag-ship of Sir James (now Lord De) Saumarez, whose high opinion of him will be seen by the following testimonial:

“ Admiralty House, Devonport, 10th June, 1826.

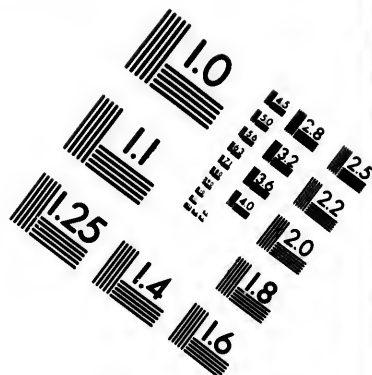
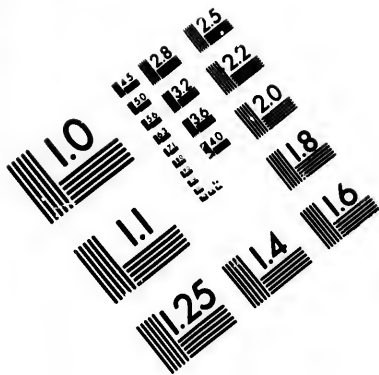
“ Dear Sir,—I have great satisfaction in the opportunity you have afforded me of giving my testimony to your character and conduct during the two years you served as lieutenant of H. M. S. *Victory*, under my flag, upon the Baltic station, which was most strictly that of an officer and a gentleman; and, upon one occasion particularly, met my highest approbation—when you were detached with the boats of the *Victory* to attack two Danish privateers, between Anholt and Wingo Sound, and by capturing them prevented their further annoyance of our trade.

“ I shall be happy if this testimony can strengthen your claims for that promotion which I consider you so justly entitled to; and I remain, dear Sir, your's very sincerely, (Signed) “JAMES SAUMAREZ.”

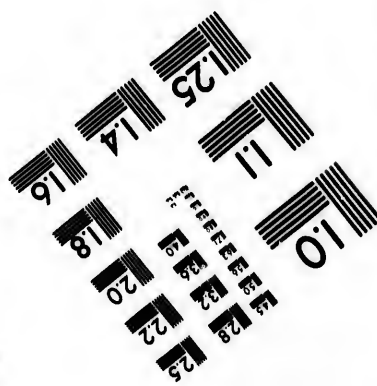
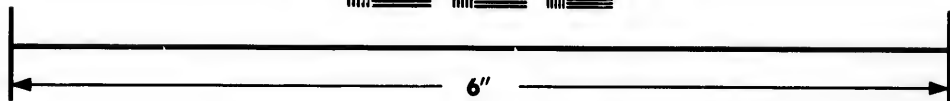
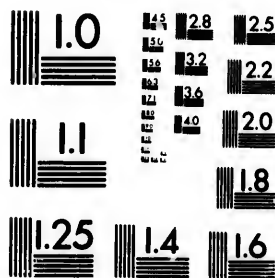
“ To Commander D. L. St. Clair.”

The privateers alluded to above were taken by boarding, at a distance of sixty miles from the *Victory's* anchorage; six of their men were slain in the conflict, and several others wounded: the British boats had only one man killed, and another shot through both arms. For this service, Lieutenant St. Clair had the honor of receiving his admiral's thanks on the very spot where Nelson last fought, and fell. His promotion to the rank of commander took place Nov. 20th, 1812; on which occasion he was appointed to the *Sheldrake* sloop of war. He soon afterwards captured *l'Aimable d'Hervilly*, French privateer, in the vicinity of *Möen* island; and subsequently ran through the *Malmo* passage, without pilots; as did also, at the same time, the *Aquilon* frigate, Captain *Thomas Bowles*.





**IMAGE EVALUATION
TEST TARGET (MT-3)**



**Photographic
Sciences
Corporation**

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

From the *Sheldrake*, Commander St. Clair exchanged into the *Reynard* sloop, likewise on the Baltic station, where he captured another French privateer, commanded by an officer of Napoleon's navy; and assisted at the destruction of seven large English ships, laden with hemp, that had run on shore in a thick fog, near Stralsund*. In 1813, he accompanied the *Orion* 74, Captain Sir Archibald Dickson, and fifteen Russian line-of-battle ships, from the neighbourhood of Bornholm, through the Great Belt, to England. During the first part of this voyage, the *Courageux* 74, Captain Philip Wilkinson (now Vice-Admiral Stephens), kept company with the fleet; but on Sir Archibald anchoring in Samsøe bay, she made sail for Wingo Sound, taking the *Reynard* with her by signal:—in the course of a very few hours, she met with a disaster which had nearly proved fatal to all on board.

At 8-30 P. M., Commander St. Clair observed that the *Courageux* was steering direct for the N. W. part of Anholt reef, and accordingly made the necessary signal to apprise Captain Wilkinson that he was running into danger. Of this no notice was taken, although the *Reynard* fired several guns, and was then not far from her consort's quarter. The destruction of the *Courageux* consequently seemed inevitable, as she was going large, at the rate of ten knots an hour. In order to avoid sharing the same fate, Commander St. Clair hauled to the wind, in thirteen fathoms water, keeping a light hoisted, and firing a gun every ten minutes. His anxiety at this period may readily be conceived, as well as his feelings on hearing the report of gun after gun in the exact direction that the 74 was steering. No sooner was the first report heard, than he bore up, and placed his sloop in the best position for affording succour to the crew of the *Courageux*, in the event of her going to pieces. At daylight the next morning, however, he had the gratification to see her anchored in deep water, but without masts, rudder, or guns. On comparing Captain Wilkinson's account of the

* See Suppl. Part I. p. 260.

course steered with his own, it appeared that their compasses differed two points and a half; occasioned, as was soon discovered, by the marines' bright muskets being kept upon the main-deck of the *Courageux*, immediately under the binnacles.

In Dec. 1813, Commander St. Clair was directed by the Admiralty to carry on the port duties at Harwich, and at the same time a squadron of gun-brigs and cutters, with twenty sail of transports, were placed under his orders. Whilst thus employed, he superintended the embarkation of H.R.H. the Count d'Artois (now the *ci-devant* King of France), H.S.H. the hereditary Prince of Orange, the late Marquis of Londonderry (then Viscount Castlereagh), the present Viscount Goderich, and General Pozzo di Borgo: the two former personages being on their way to Holland, in consequence of the revolution in that country; and the others proceeding to the head-quarters of the allied sovereigns, at Chatillon. Some years afterwards, when at Paris, he received the following note, and much kind attention, from one of the Count's gentlemen in waiting:

“ Le Duc de Maillé a l'honneur de faire ses compliments à Monsieur le Capitaine St. Clair, et de l'informer que *Monsieur* ne revenant pas d'ici à quelques jours, Son altesse royale le verra avec plaisir à la première réception des ambassadeurs, qui aura lieu Mardi prochain.

“ Aux Tuileries, ce 1^{er} Aôut, 1820.”

Early in 1814, Commander St. Clair sailed for the north coast of Spain, where he was actively employed under the orders of Rear-Admiral Penrose; with whom he also served during the whole of the important operations in the Gironde river, subsequent to the occupation of Bourdeaux*. His gallant and zealous conduct at this period obtained him the highest commendation.

The *Reynard* was afterwards attached to the fleet assembled at Spithead, for the purpose of being reviewed by the Prince Regent and his illustrious visitors, the sovereigns of Russia and Prussia, in whose company, and that of many

* See Suppl. Part II. p. 287, *et seq.*

celebrated statesmen and warriors, her commander had the honor of dining. She next proceeded on a cruise off Cadiz, where she captured a large American merchant brig, and chased, but could not overtake, a corvette belonging to the United States.

From thence, Commander St. Clair went up the Mediterranean, under the orders of Lord Exmouth, who sent him with despatches to Tunis, where he had the gratification of rescuing a poor Neapolitan slave. This man, it appears, jumped from a wharf into the Reynard's boat, as she was passing the golletta, on her return from the town; and, twisting the British colours round his arm, called out, in Italian, "I am free!" The Turkish governor, who was sitting in his verandah, smoking a pipe, saw the slave's proceedings, and immediately ordered the boom to be drawn across the canal, thereby preventing the egress of the boat: his orders, however, were countermanded the moment that Commander St. Clair approached him, demanding a free passage; and thus was an unfortunate being restored to freedom, after a captivity of seventeen years.

During part of the time that Napoleon Buonaparte resided in Elba, Commander St. Clair was stationed off that island, but had no authority to interfere with any person passing to and fro. In consequence thereof many soldiers of the old French guard were enabled to join their late emperor, which might otherwise have been prevented. At a subsequent period, the Reynard, whilst proceeding from Palermo to Naples, fell in with six vessels, having on board Joachim Murat and those of his adherents who accompanied him in his fatal expedition to Calabria.

We next find Commander St. Clair employed in the Archipelago, where he captured two Greek pirates, and rendered essential assistance to the captain, officers, and crew of H.M. late frigate Phoenix, wrecked in Chismé harbour, on the coast of Natolia, Feb. 20th, 1816*. After this, he proceeded to Malta, and was about to assume the command of

* See Suppl. Part II. p. 76.

the Trident 64, guard-ship in Valette harbour, when a mortifying communication from Lord Exmouth's secretary, of which we here give the copy, reached him :

"H.M.S. Boyne, Leghorn, Jan. 22d, 1816.

"My dear St. Clair,—I am extremely sorry to inform you, that Lord Exmouth finds himself mistaken in the supposition that Reid, of the Calypso, had been promoted at home. As he is the first on the Admiralty list for post promotion, his lordship has been obliged to cancel your appointment to the Trident. I regret this extremely, and so does his lordship, who I assure you, on all occasions, expresses the greatest friendship for you, and had mentioned to Lord Melville his intention to put you in the vacancy, from motives of personal friendship, as you are not on the Viscount's list. I am now up to my chin in despatches, to and from all the world, therefore God bless you : believe me your sincerely attached friend,

(Signed)

"J. GRIMES."

On the 2d Feb. 1816, Rear-Admiral Penrose addressed the disappointed commander of the Reynard as follows :

"My dear St. Clair,—Having heard a report that all the commanders on the station, except yourself and Cutfield, were made post, I had great hopes that the favorable intentions of our chief towards you would have been realised ; but I am disappointed. It was fully Lord Exmouth's intention to have made you post, till he discovered the mistake. * * * Yours faithfully,

(Signed)

"C. V. PENROSE."

In the course of the same year, Commander St. Clair visited Athens, where he found the late Queen Caroline residing on board a polacre. Being then on his return to Malta, he, of course, felt it his duty to wait upon the Princess, in order to receive her commands ; but the ridiculous story, afterwards circulated in London, of his having accompanied her to a Turkish dance, was no less absurd than false.

In 1817, the Reynard was ordered home, and put out of commission ; since which, although anxious to serve, Commander St. Clair has never been employed. On the 14th May, 1818, he received a letter from H. R. H. the late Duke of Kent, couched in the following friendly terms :—

"My dear St. Clair,—I have received this morning your letter of the 13th, and though hurried out of my life, by preparations for my departure for the continent, which will probably take place to-morrow, I cannot think of setting out without apprising you that I have written to Mr. Arbuthnot, Secretary to the Treasury, in your behalf, which is all I could do, for

I have not much weight in that, nor indeed in any other public, department ; however, we will hope it may be of use.

“ I assure you, it was a real mortification for me, to find that I missed your good father and yourself, when you did me the favor of calling at Kensington Palace ; it was impossible for me, overwhelmed as I have been with business, from my arrival until now, to receive any of my friends, without their making an appointment beforehand ; but I trust you both know me too well to doubt the sincerity of my regard. To your mother and sisters I desire my affectionate remembrance, and I remain ever, with friendship and esteem, my dear St. Clair, yours faithfully,

(Signed) “ EDWARD.”

It is proper here to observe, that Commander St. Clair's father served at Gibraltar when the Duke of Kent was attached to that garrison, as colonel of the Royal Scots ; and that he was always considered by the Prince “ as one of his best friends.” The commander married, in 1819, his cousin, Elizabeth Isabella, daughter of John Farhill, of Chichester, Esq. and grand-daughter of Sir Thomas Wilson, Knt. His brothers, three in number, made choice of the military profession :—the eldest, James Paterson St. Clair, was a lieutenant-colonel in the royal artillery ;—the next in succession, William, a captain in the 25th foot, after distinguishing himself on several occasions abroad, was killed at the storming of the heights of Sourrier, in Martinique, Feb. 2d, 1809, on which occasion he commanded a regiment composed of the flank companies of the army ;—the youngest, Thomas Staunton St. Clair, lieutenant-colonel of the 94th foot, was honoured with four medals for his services during the peninsular war. The Hon. Matthew Sinclair, who perished when commanding the Martin sloop of war, in 1800, was a cousin to those gentlemen.

JOHN BERNHARD SMITH, Esq.

WE first find this officer serving as midshipman of the *Hercule 74*, bearing the flag of Rear-Admiral J. R. Dacres, on the Jamaica station ; where, April 8th, 1805, being then in command of that ship's tender, the *Gracieuse*, mounting twelve guns, he captured a large Spanish schooner, full of passen-

gers, from San Domingo bound to Porto Rico ; and, two days subsequently, drove on shore and destroyed, after a smart action, in which a brother-midshipman and two of his crew were wounded, a French national vessel of five guns, four swivels, and 96 men. He was made a lieutenant on the 8th Sept. 1808 ; and promoted to his present rank, Dec. 1st, 1812.

ABRAHAM MILLS HAWKINS, Esq.

SECOND son of Richard Hawkins, of Kingsbridge, co. Devon, Esq. among whose ancestors may be particularly noticed those distinguished sea-officers, Sir John Hawkins, who was knighted for the conspicuous part he bore, as rear-admiral, at the memorable defeat of the Spanish Armada ; and Sir Richard Hawkins, his son, also much spoken of in our early naval annals. The augmentations to the family arms, granted by Queen Elizabeth, in consideration of Sir John's services, are borne by the subject of the following sketch, whose mother, Mary Creed, was likewise of an old and highly respectable family long settled in the above county.

Mr. ABRAHAM MILLS HAWKINS was born at Kingsbridge ; and entered the navy in 1798, as midshipman on board the *Barfleur*, second-rate, Captain James Richard Dacres. On the promotion of that officer, in Feb. 1799, he was removed to the *Prince 98*, bearing the flag of Sir Roger Curtis, off Cadiz : and on the latter being appointed to the chief command at the Cape of Good Hope, he accompanied him thither in the *Lancaster 64*. After serving for nearly four years on that station, he proceeded to the East Indies, and there continued about the same length of time, as petty-officer and acting-lieutenant in various ships, one of which, the *Sheerness 44*, Captain Lord George Stuart, was wrecked near Trincomalee, in the beginning of 1805 *. His first commission bears date June 11th, 1807 ; at which period he was appoint-

* See Vol. II. Part II. p. 869.

ed to l'Aimable 32, then on the North Sea station, but afterwards employed in escorting the army under Sir Arthur Wellesley from Cork to Portugal. On the 3d Feb. 1809, he assisted at the capture of l'Iris, French frigate, armed *en flûte*, victualled and stored for four months, and having on board a considerable quantity of flour for the relief of Martinique*. On the 29th July following, his captain, Lord George Stuart, then commanding a light squadron at the mouth of the river Elbe, reported the expulsion of the enemy from the town of Gessendorf, the demolition of a four-gun battery, together with a magazine, guard-houses, &c. and the re-capture of six waggons of confiscated merchandize :—"A want of zeal and activity," says his lordship, "was discernible no where; to every officer and man I must award the meed of praise so justly their due; but of Lieutenant Burgess, of the Pincher, and Lieutenant Hawkins, second of l'Aimable, I am more competent to speak in favor, for their indefatigable exertions in forwarding my orders to the different detachments †.

About Sept. 1810, Mr. Hawkins followed Lord George Stuart into the *Horatio* 38, of which frigate he served as first lieutenant until promoted to the rank of commander, for an exploit thus officially detailed :

"H. M. S. Horatio, Tromptsen Sound, 3d Aug. 1812.

"Sir,—I have the honor to make known to you, that when in execution of your orders, running down the coast of Norway on the 1st instant, in lat. 70° 40' N., a small sail was seen from the mast-head, close in with the land, which we discovered to be an armed cutter before she disappeared among the rocks. Being anxious to destroy the enemy's cruisers, who have so considerably intercepted our trade in this quarter, I despatched the barge and three cutters, under the command of my first lieutenant, Abraham M. Hawkins, who gained information on shore that the cutter had gone to a village on an arm of the sea, thirty-five miles inland, where he immediately proceeded, and, at 8 A. M. on the 2d, she was discovered at anchor, together with a schooner and a large ship, which, on the appearance of the boats, presented their broadsides with springs on their cables.

"As a strong tide set the boats towards them, Lieutenant Hawkins de-

* See Vol. II. Part II. p. 869.

† See *id.* p. 870, and Suppl. Part III. p. 284, *et seq.*

terminated to attack, notwithstanding their advantageous position; at nine the fire commenced on the boats (one of which was despatched under the directions of Mr. James Crisp, master's-mate, to disperse some small-armed men collected on shore—this he effected, and returned to the attack before the enemy struck); and after a most sanguinary combat, they were carried, in that true and gallant style which far surpasses any comment of mine on its merits, or of the characters of the brave fellows employed. They proved to be his Danish Majesty's schooner, No. 114, of six six-pounders and thirty men, and cutter No. 97, of four six-pounders and twenty-two men, commanded by Lieutenant Buderoff, a first lieutenant in the Danish navy, and commodore of a division of small vessels employed on this coast, in person on board the schooner; and an American ship of about four hundred tons, their prize.

"I lament to say, that the loss on both sides is severe, and nearly similar. Though I have before had occasion to represent the meritorious conduct of Lieutenant Hawkins, I cannot in this instance sufficiently express my sentiments of his gallantry, as well as that of Lieutenant Thomas J. P. Masters, second of the *Horatio*. Lieutenant Hawkins, who received a severe wound in the right hand when the boats were advancing, and another in the left arm in the act of boarding, represents the spirited and able support he received from Lieutenant Masters, who was also severely wounded in the right arm; and I must also bear testimony to the merits of this officer. The service has lost a valuable officer in First Lieutenant George Syder (royal marines), killed in the act of boarding; and that of a most amiable young man, Mr. James Larans, assistant-surgeon, who soon after died of his wounds. I must also represent the high terms in which Lieutenant Hawkins speaks of Mr. James Crisp, master's-mate, Mr. William Hughes, boatswain, and Mr. Thomas Fowler, midshipman; the two latter are also severely wounded.

"The services of Lieutenants Hawkins and Masters, with the petty-officers, and the several instances of spirited behaviour of the seamen and marines, well deserve the encomiums already passed. The unwearied, skilful, and humane attention of Mr. Thomas Bishop, surgeon, to the wounded, demand my warmest acknowledgments. Our loss is to be attributed to the desperate resistance made by the Danish commodore, (who is severely wounded, as well as the commander of the cutter) and the excellent position his vessels were placed in. I have the honor to be, &c.

(Signed)

"G. STUART."

"To Admiral William Young, &c. &c."

The persevering gallantry displayed on this occasion was in the highest degree honourable to Lieutenant Hawkins and his party; but the more their gallant spirit excited the admiration of Admiral Young the more he lamented that so many

brave officers and men should have been lost to their country. In addition to those above mentioned, eight were slain, one mortally, seven severely, and three slightly, wounded. The Danes had ten killed, and thirteen (including officers) wounded.

The subject of this memoir was promoted to his present rank on the 12th Dec. 1812; granted a pension for his wounds in Sept. 1813; appointed to the command of the Conflict sloop, on the Channel station, Mar. 18th, 1814; and paid off at Sheerness, in the summer of 1815. He married, in 1819, Mary, only daughter of Christopher Savery, of South Efford, co. Devon, Esq.; and is now settled at Battville, in the neighbourhood of his native place. Mrs. Hawkins, by whom he has had issue two sons, is also a descendant of an ancient and very respectable Devonshire family.

W. CUNNINGHAM C. DALYELL, Esq.

FIFTH and youngest son of the late Sir Robert Dalzell, bart., of Binns, near Edinburgh, sixteenth in lineal descent from Walter, Earl of Menteth*, by Elizabeth, daughter of Nichol Graham, of Gartmore, Esq., and grand-daughter of William, Earl of Glencairn.

This officer's ancestors frequently distinguished themselves in the service of their country:—the name of the family is said to owe its origin to an incident occurring at a very remote period. A kinsman and favorite of Kenneth, King of Scotland, who reigned about the year 841, having been taken prisoner by his enemies, and hanged in sight of the Scottish camp, a great reward was offered to whomsoever should cut the body down; but none would undertake the perilous enterprise, until a gentleman of acknowledged valour, in the retinue of the king, stepped forward, exclaiming, "*Dalyell*," which, in the language of the times, signified "*I dare*." He accordingly left the camp, and succeeded in restoring to the monarch the body of his friend. His courage did not pass unrewarded, for the name of "*DALYELL*" was bestowed by the king, together with other gifts, on him and his posterity: and he assigned for his coat armorial the body of a hanged man, and the motto "*I dare*," which are actually borne by all

* See Burke's Peerage and Baronetage, 3d edit. p. 196.

persons of the surname at this day; and by none more deservedly than Commander Dalyell.

The above anecdote is detailed in "Nisbett's System of Heraldry," Vol. I. and "Crawford's Peerage of Scotland," p. 67. We read also, in a work called "Scoti-chronicon," of Sir William Dalyell, a Scottish champion, who was celebrated at the battle of Otterburn (in 1388), where he lost an eye; and the chroniclers of the time exultingly dwell on his prowess. Descending to more modern times, we find the name of General Thomas Dalyell (an immediate ancestor of the commander), who distinguished himself by his attachment to the royal family during the civil wars. In the reign of Charles I. he commanded the town and garrison of Carrickfergus, where he was taken prisoner. He was again made captive, when major-general, at the battle of Worcester (A. D. 1651), and committed to close confinement in the Tower: his estates were forfeited, and himself excepted from Cromwell's general act of indemnity. However, he made his escape, and, at the head of a small party, raised the royal standard in the north of Scotland. When it proved impossible, for the time being, to retrieve the fortunes of Charles II. this warrior repaired to the continent, bearing strong recommendations from that prince to foreign powers, for courage and fidelity; and having entered into the service of the Czar Alexis Michaelowitch, he was soon promoted to the rank of general in the Russian army. There he was employed in the wars with the Turks and Tartars: but the restoration of the family of Stuart, having in the mean time taken place, he requested permission to return to his native country. The Czar, thereupon, directed a testimony of his services, written in Russian, to pass under the great seal of the empire; and it is still preserved by his descendants. After enumerating the titles of the Czar, it proceeds thus:

"He (General Dalyell) formerly came hither to serve our great Czarian Majesty. Whilst he was with us, he stood against our enemies and fought valiantly. The military men that were placed under his command, he regulated and disciplined, and himself led them to battle; and he did and performed every thing faithfully as becoming a noble commander. For his trusty services, we were pleased to order him to be made a general. And now, having petitioned us to give him leave to return to his own country, we are pleased to command, that the said noble general, who is worthy of all honor, Thomas, the son of Thomas Dalyell, shall have leave to go into his own country. And, by this patent, we do certify of him, that he is a man of virtue and honor, and of great experience in military affairs; and in case he should be willing again to serve our Czarian majesty, he is to let us know of it beforehand, and he shall come into the dominions of our Czarian majesty with our safe passports, &c. &c. Given at our court in the metropolitan city of Moscow, in the year, from the creation of the world, 7173, January 6th."

On his return to Scotland, this renowned general was immediately ap-

pointed commander-in-chief of the forces, and a privy councillor: for several successive parliaments he represented his native county, Linlithgow. In 1666, he raised a regiment of foot; and, some years afterwards, also a fine cavalry corps, the "Scots Greys." The letters of service for both are still in possession of his descendants.

General Dalyell had a son, likewise in the army, who was created a baronet of Nova Scotia, by a patent, wherein his alacrity in promoting the military service is particularly specified. Another branch of the family, Colonel John Dalyell, was killed at the battle of Malplaquet, Sept. 11th, 1709.

COMMANDER Dalyell's grandfather served in the wars of George I. and II. His paternal uncle, James, was aid-de-camp to Lord Amherst, and killed in North America, in 1763*. Two others were mortally wounded in the naval and military services; one on board the Valiant 74, and the other in India.

MR. WILLIAM CUNNINGHAM C. DALYELL was born on the 27th of April, 1784; and, after receiving the first rudiments of his education at Binns, was placed under the tuition of the late Dr. Burney, of Gosport. From that gentleman's celebrated nautical school, he first embarked as midshipman, on board the Thetis frigate, Captain the Hon. Alexander Inglis Cochrane, attached to the Halifax station. He afterwards served under Captain (now Sir David) Milne, in the Pique and Seine frigates; and was master's-mate of the latter ship, acting also as aid-de-camp to his gallant commander, at the capture of la Vengeance, mounting 52 guns, with a complement of 326 officers and men, near St. Domingo, Aug. 21st, 1800†.

In December following, Mr. Dalyell was sent, as prize-master, with nine men, on board a Spanish schooner. His orders were to proceed to Jamaica; but, unfortunately, the vessel sprang a leak, in a gale of wind, and filled so rapidly that there was barely time to escape from her, in a small boat, without either clothes, provisions, or water, ere she sunk. After a fatiguing row of eighteen hours, he succeeded in reaching the western coast of Cuba, and landed with his crew on a low sandy beach, to the southward of the Colo-

* See "*Mante's History of the War in North America.*"

† See Vol. I. Part II. p. 681.

rados; where he passed a most gloomy night under the shelter of some trees near the sea; having previously made a fruitless excursion of several miles in search of food and fresh water. On the second day after quitting the schooner, the boat was again launched, and the distressed party rowed, faint and weary, to the northward and westward, in hope of finding some creek or other, that might lead to the haunts of men. About noon, they descried several fishing-vessels, on board of which they were received, and conveyed to the coast near Cape Antonio. Here the humane islanders plentifully supplied them with the best provisions their huts afforded, until the arrival of a party of soldiers from the interior, by whom they were marched off, as prisoners of war, to the Havannah, at which place, also, Mr. Dalyell met with very kind treatment. Understanding that he was utterly destitute of money, the governor of Moro Castle invited him to dinner, placed a purse of gold before him, desired him to take as much as he had occasion for, and continued to shew him the kindest attentions during the whole time of his confinement in that fortress—a period of about two months. He was at length exchanged and sent to New Providence, from whence he proceeded in the Echo sloop, Captain John Serrell, to rejoin his proper ship, off Jamaica. The Seine returned home, and was paid off at Chatham, in the spring of 1802.

We next find Mr. Dalyell serving under Commodore (now Admiral) Sir W. Sidney Smith, in the Antelope 50, on the North Sea station. The following extracts are taken from a journal kept by an officer of that ship:

September 29th, 1803.—A launch, barge, and six-oared cutter, were sent to reconnoitre the enemy's fleet in the Texel, the whole commanded by Lieutenant John Martin Hanchett;—the barge by Mr. Dalyell. The boats were within half a mile of the Dutch admiral at daylight. Two schooners and five rowing gun-vessels, each mounting two 24-pounders, and manned with fifty men, pursued them. Lieutenant Hanchett kept drawing slowly off the land, and when the gun-vessels had separated from the schooners about two miles, he attacked the former, sunk one, and, it is said, killed and wounded fifty-seven men. A breeze springing up, the schooners rapidly approached, and our boats were obliged to retreat from

such superior force, fighting their way until within three miles of the ship. Mr. Dalyell displayed the most marked coolness and intrepidity during this action.

“ October 24th.—Lieutenant Hanchett went in shore at night, with the pinnace and cutter; the latter commanded by Mr. Dalyell. They drove sixteen vessels on shore under Sandfort; and, after driving away the troops who came to protect them, burnt three, and did as much damage to the rest as possible: the tide having left them dry, one only could be brought away.

“ October 28th.—Five of our boats drove sixty-five schuyts ashore under the Scheveling battery, set fire to many, and brought off two. On this occasion Mr. Dalyell again distinguished himself.

“ October 30th.—About 4 p. m., Lieutenant Hanchett and Mr. Dalyell, in the Antelope's barge, set fire to and destroyed three schuyts, lying a-ground within a mile of five guard-vessels in the Vlie passage.

“ Nov. 2d.—Mr. Hanchett volunteered with twenty-five men, and took the island of Rottum. The French troops, with an exiled general destined for the Seychelle islands, would not wait for them to close: they were pursued across the island, and escaped from the opposite side on board of three schuyts. Messrs. Dalyell and Bourne were engaged in this expedition.

“ Nov. 17th.—Lieutenant Hanchett, acting Lieutenant Dalyell, and Mr. Bourne, midshipman, sailed in the Experiment schuyt, from Yarmouth roads for the coast of Zeeland. She had on board eleven men, and was armed with three 18-pounder carronades. A heavy gale of wind, from the N.W., came on that night, and the next afternoon she was in shoal water. Lieutenant Hanchett waited till the top of high-water, and then ran her ashore upon an extensive bank, out of gun-shot of the sand-hills on the S. W. end of Goree; for, being in hopes of getting her off when the weather moderated, he determined to defend her to the last. At low water, she was a full mile from the above island. The enemy was not slow in preparing to take possession of her. The second night, the dragoons reached the bank, but did not succeed in their attempt. On the third night, five of our men deserted, probably from the effects of fear; and the remainder of the party finding nothing could be done, set the schuyt on fire, leaving her colours flying, and put to sea in the boat—a very small one. She springing a leak, when about three miles from the shore, they then pulled in to board a vessel lying at anchor under Schouwen; but as there was a heavy battery which commanded her, they were obliged to surrender as prisoners of war. Messrs. Hanchett, Dalyell, and Bourne, being directly recognised by some seamen, formerly belonging to vessels which they had captured and destroyed, were conducted to Zierick-Zee, and put in close confinement as incendiaries. Buonaparte was then at Flushing, and having heard they belonged to Sir Sidney Smith, ordered them to be strictly guarded. On the seventeenth evening of their confin-

ment, however, being the one preceding the day on which they were to have been transported to Flushing, they effected their escape; and next day, arrived at the village of Oost Duiveland. At this place they hired a boat to take them to Williamstadt, but with the intention of seizing her, and standing out to sea. Want of provisions and water obliging them to abandon the latter part of this project, they then compelled the Dutchmen to put them ashore about seventeen miles from Rotterdam, towards which city they proceeded, along the top of the dikes, in a covered waggon. Their vehicle soon breaking down, they next sought refuge at an inn near the road side, and there joined company with a party of French soldiers, who readily believed their tale,—that they were Americans, and had suffered shipwreck. Whilst they were in this house, some chasseurs, of the same nation, passed by in pursuit of them. At dusk, they took a boat; and, about 9 P.M., landed at Rotterdam. They were now in the heart of an enemy's country, with but little cash, and knew not where to apply for shelter. After some difficulty, however, Mr. Hanchett procured safe lodgings for his young friends; and at length met by accident with a Scotch gentleman (Mr. L——, belonging to a highly respectable mercantile firm), by whom he was ultimately accompanied to Embden. As it was next to impossible that four persons could pass the fort of Schenkenskans together in security, Messrs. Dalyell and Bourne were left behind at Noordwyk, as American youths, sent over to Holland for education."

The following is taken, nearly *verbatim*, from the Naval Chronicle :

"There was then residing at Embden, Mr. J. Brown, writer of the letter to the King of Prussia, published in the last volume *. He met Messrs. Hanchett and L—— at the White House (Witte Huis) inn, and, after a little conversation, invited them to his lodgings in Kraan-street. Understanding that Messrs. Dalyell and Bourne were in Holland at a school, he mentioned a friend of his, then residing at Amsterdam, of the name of Hofhout, who had served as an officer in the Dutch corps from the time of its formation, who was a man of tried courage, and enthusiastically devoted to the politics of England, as also to the House of Orange. To the care and management of this gentleman, it was determined to commit Messrs. Dalyell and Bourne; and as soon as this was arranged, Mr. Brown procured a passage for Lieutenant Hanchett on board an American vessel. His Scotch friend soon afterwards escorted the young gentlemen from Noordwyk to Amsterdam, took their drafts for what money they required, and delivered them to the care of Mr. Hofhout, who gave them as kind a reception as though they had been his brothers, and recommended them to his friends on their route, by whom they were protected,

* *Nav. Chron.* xxxi. p. 280.

and conveyed in safety from place to place, till they had passed the frontiers.

“ At this period, the politics of France were the politics of Prussia ; and never could British officers have arrived at a more inauspicious hour. The strictest orders were given to prevent any of the disorganized Hanoverian army from escaping to England ; whilst the most severe edicts were published relative to the clandestine enlistment of troops, or their embarkation for British ports. Mr. Brown, who was aware of the many dangers that might arise from the open and unsuspecting candour of young minds, had written to Mr. Hofhout, entreating him to warn Messrs. Dalzell and Bourne against talking of politics on their journey, praising our navy, or forming an intimate acquaintance with any one ;—but, forgetful of the admonitions they had received, they admitted a stranger to their company, whom they met with on the road, near Lingen, escorting a party of Germans to Eems, to be privately embarked for England. This person pretended to our young officers, that he was a man of rank and consequence, and did them the honor to borrow nearly all the money they had in their possession.

“ It was late in the evening when Messrs. Dalzell and Bourne arrived at Mr. Brown’s lodgings : their clothing was neither very good nor very fashionable ; they had left their uniforms in Holland, and the latter gentleman wore a coat which was far from fitting him. When the first compliments were over, Mr. Brown wished to go to the principal inn, to bespeak beds ; but neither of them would listen to such a proposal ; they had pledged their words to return to the inn where they had left their travelling acquaintance. Upon inquiry, Mr. Brown found it was a very common house, and of bad repute. Fearful that the young travellers had fallen in with a character called on the continent ‘ a seller of souls,’ and in England, a kidnapper, he was truly uneasy, aware of the destruction in which it might involve, not only themselves, but him also. He arose by six o’clock the next morning, in hopes of removing them before they might be denounced, and of explaining to the magistrates whom and what they were. On reconnoitring their tavern, however, he found it in a state of strict blockade, and the city gate-keepers stationed with drawn swords at every avenue and door.

“ All seemed silent within : and being now too well convinced of the reality of what he had anticipated, namely, that his friends had fallen in company with a kidnapper, he thought it most advisable to return to his own lodgings, and put away all letters he had by him respecting them. This accomplished, he hastened back to attempt their deliverance. On his return, he saw lights in the windows,—heard angry voices, and the clashing of swords. He made his way to a miserable bed-room, where Messrs. Dalzell and Bourne, only half dressed, were keeping at bay some feeble old men, of whose language they knew not a word. He entreated the former to lay down their weapons—a couple of rickety chairs—and

the city guards to sheath their swords; but the latter replied that they must take the strangers to the magistrates, who were assembling at that early hour to examine them, private intelligence of their arrival having been given.

"It was now too evident that Messrs. Dalyell and Bourne were arrested on a charge amounting to felony, if not to treason. From the vehement remonstrances made by France against arms or soldiers being embarked for England in the Prussian ports, new laws had then recently been enacted, ordaining the punishment of death for the actual enlisters, and the next severest punishment known in Prussia, to each of the inferior agents. A British officer, named Pringle, was at that moment confined in a subterranean cell under the Guildhall, and the police were on the watch for others. There was, consequently, great cause of alarm.

"Luckily Mr. Brown stood on a friendly footing with the burgomasters, and particularly with the senior one, to whose residence he immediately proceeded, first admonishing Messrs. Dalyell and Bourne, who smiled contemptuously on their attendants, to be peaceable during his absence. By that time the city was in a state of agitation, the cry having gone forth that the Germans above alluded to had been treacherously hired as labourers to serve in a London sugar-house, but were in reality to be transported to our condemned regiments in the West Indies. By the time Mr. Brown returned to accompany Messrs. Dalyell and Bourne before the magistrates and senate of Bremen, who were assembled in full council, a considerable concourse of people had collected, and nothing was heard except execrations and denunciations of vengeance against the 'soul sellers;' but the moment they saw the fearless and smiling countenances of the British youths, the effect was honorable to their feelings;—in an instant their rage subsided; and, instead of curses, they pronounced it impossible that the accused could be '*Zielverkaufers*.'

"Arrived at the council-chamber, Mr. Brown, for the first time, saw his friends' travelling companion:—guilt and terror were depicted on his visage. They took care in their replies to injure his cause as little as possible; and he seized an opportunity to get rid of a paper from the War Office in London, which, had it been found upon him, would have endangered his life. Out of compassion, Mr. Brown received it. After a long examination, Messrs. Dalyell and Bourne were honourably acquitted of all knowledge of, or participation in, the offence which the other prisoner had committed; they received many flattering compliments, and were dismissed: whilst he was conducted to a dungeon. Having thus got clear of a dangerous and unpleasant adventure, Mr. Dalyell and the other young officer embarked on board a galliot, bound to London, laden with oats. During a tempestuous passage, this vessel shipped much water, and her cargo swelled to such a degree that her deck parted, and she was in the most imminent danger of being lost. Fortunately, however, she reached Yarmouth roads, and there found the Antelope at anchor."

On the 18th March, 1804, two boats, under the command of Messrs. Hanchett and Dalyell, cut out four Dutch vessels, three of which they found lashed to the pier-heads of Zierick-Zee, and the other close to them. They were all brought down safe, between Schouwen and South Beveland, without the loss of a single man, although the batteries fired on them, as they approached either shore, in working to windward. On the 31st of the same month, Mr. Dalyell also assisted in capturing a national galliot, employed as a guard-vessel, mounting two long 18-pounders, and four sixes, with a complement of 94 men. The following is an extract of the official letter written by Sir W. Sidney Smith on this occasion :

“The musketry of the people ashore alarming the guard-vessel, it was necessary to board, in order to silence her fire. Lieutenant Hanchett gallantly led the way in the Antelope's launch, closely followed by Lieutenants Boxer and Barber; the two latter being very early wounded in a most gallant attempt to board across the launch, she could not hold on, and fell astern. The contest with fire-arms lasted three-quarters of an hour, without their being able to get on board, such was the obstinate resistance of the Dutchmen, favored by the form of the vessel and the strong tide. Lieutenant Hanchett, with his usual zeal and intrepidity, then took the Antelope's cutter, and, with the other small boats, boarded on the broadside. Mr. Dalyell, of the Antelope, and Mr. Hawkins, of the Magicienne, were much praised by Mr. Hanchett, as was also Lieutenant Honeyman, of the marines, a volunteer on the occasion. The decks were soon cleared of the enemy, and the gun-vessel was carried. She was called the Schrik, and found perfectly prepared to resist such an attempt, which seems to have been expected.”

In the performance of this exploit, which was succeeded by several other affairs with the enemy, the British had about fifteen men killed, and many wounded. On the 13th of May following, Messrs. Dalyell and Bourne were discharged into the Rattler sloop, Captain Francis Mason; the former as acting lieutenant. On the 16th of the same month, that ship received very considerable damage, and sustained a loss of two men killed and ten wounded, in action with the Flushing flotilla, commanded by Rear-Admiral Ver-huëll*.

* See Suppl. Part I. pp. 13—18, and p. 58, *et seq.*

In consequence of Mr. Dalyell's gallant conduct on this occasion, the late Lord Melville, then at the head of naval affairs, allowed him to retain his acting order, although a commissioned officer had been appointed in the interim.

On the 23d June, 1804, the Rattler was again warmly engaged with the enemy, near Ostend; and in Oct. following, she appears to have had three sharp skirmishes, in the neighbourhood of Dieppe *. On the 1st Jan. 1805, Mr. Dalyell's commission as lieutenant, that long deferred object of his youthful ambition, was signed; which, according to the acknowledgment of Viscount Melville, ought to have been done six months earlier:—how little did he expect, after the severe services he had performed as midshipman, that the fourth day of his enjoying naval rank would close his services, at least for many years.

On the 4th Jan. the Rattler took possession of a fishing-boat belonging to Dieppe. There was at that time a large lugger privateer, the Vimereux of 14 four-pounders and 78 men, including fifteen chosen grenadiers from the camp at Boulogne, lying at an anchor in the bay of St. Valery-en-Caux, close under a four-gun battery. This vessel had long infested the British trade, and it was highly desirable that she should be destroyed, as her superior sailing had hitherto enabled her to escape our cruisers. Lieutenant Dalyell, ever anxious to signalize himself, and cut his way to farther promotion, earnestly requested permission to attack her. As the wind and weather were favorable for the enterprise, Captain Mason yielded to his solicitations. Mr. Bourne, who had been his inseparable comrade in battle and captivity, eagerly offered to accompany him; as did also acting Lieutenant Augustus Donaldson, commanding the Folkstone lugger, and Mr. William Richards, a midshipman of the Rattler. Of the other gallant fellows who volunteered their services, twenty-seven sailors were selected,—eleven to go in the captured fishing-boat, with Lieutenant Dalyell and a Frenchman, who had agreed to act as a decoy to his country-

* See Suppl. Part I. p. 59 *et seq.*

men ; eight in the Folkestone's boat, towed by the prize ; and eight in the Rattler's cutter, commanded by Mr. Bourne.

It was a fine clear moon-light night. The sky was serene, and the firmament, gloriously studded, shed a silvery lustre over the rippling waves. When they arrived within hail, the watch on the deck of the lugger called out to know who came there. The Anglo-Frenchman answered, that the boat was No. 78, and belonged to Fecamp. "What's the master's name?" rejoined the wary sentinel: the unfortunate fellow gave a name which some of his countrymen on board the vessel knew to be a false one.—"*Come on, come on my lads!*" said the foe, "*we know you are English. You will find us prepared!*"

In a moment, the weapons of destruction were got ready, and the attack was fiercely commenced, under a heavy fire of small arms from the privateer. Lieutenant Dalyell rapidly boarded on the larboard side, accompanied by Mr. Donaldson, and their nineteen men. The combat was extremely sanguinary, but in the course of five minutes the enemy were all driven below ; from whence, however, they fired a destructive volley through the main-deck and gratings, just as their gallant assailants were in the act of hoisting the foresail, having already cut the cable, and placed a man at the helm. The sentinels at the hatchways and six other persons, thus unexpectedly attacked, were shot dead ; the Frenchmen instantly regained their footing on deck, and the battle so treacherously renewed was attended with various success, until at length, after a dreadful struggle of twenty minutes, the British were completely overpowered by dint of numbers. During this bloody conflict, Messrs. Dalyell and Donaldson, both of whom had been severely wounded as they rushed on board, fought most courageously, till successive strokes of the sabre felled them to the deck ; Mr. Bourne, who had failed in his attempt to board, and had therefore taken the vessel in tow, received a mortal wound ; and of the other twenty-nine persons, by whom Lieutenant Dalyell had been accompanied to the attack of la Vimereux, six only escaped unhurt. Mr. Richards and ten or eleven

wounded seamen reached their boats, but three of them died before they could be landed at Portsmouth:—all the rest of the boarding party were either killed or taken prisoners. It afterwards appeared, that an arm-chest, full of loaded weapons, had been put below during a severe gale, on the day preceding the combat; and to this circumstance alone could the discomfiture of Lieutenant Dalyell and his heroic followers be attributed.

The enemy seeing the boats of the *Rattler* retreat, yet not daring to remain outside the harbour, now prepared to take their lugger over the bar at its entrance. Already they had begun to throw into the sea the bodies of the slain; and two men taking hold of Lieutenant Dalyell, round his legs and shoulders, were in the act of heaving him overboard also, when one of them slipped, betrayed by the clotted gore, and fell on his side amongst the mingled mass of French and British blood. To this accident was the gallant officer indebted for his life; for, just at that moment, the *Rattler* was seen working into the bay, and making signals with blue-lights, which so much alarmed the enemy that, instead of consigning him to a watery grave, he was pitched headlong down the main-hatchway. At this time he was quite senseless, in which state he lay, without the least attention being paid to him, for at least a couple of hours. From the hold of the privateer, he was conveyed to a dark dungeon on shore, nearly surrounded by water, the floor of which was consequently in a very humid state, and, moreover, but scantily covered with straw. When the French military surgeons had dressed their wounded countrymen, they examined Lieutenant Dalyell, and considered his case so desperate that they were inclined to pass him over as one already dead:—his head seemed hacked asunder, having received no less than nine sabre cuts; his left foot was lacerated by a pistol ball; he had no less than three other severe, and two slight, wounds. They therefore contented themselves with binding a napkin round his head, and this was all that they could be prevailed upon to attempt in his behalf.

On the 5th January, before noon, people entered the above

dungeon, and informed the wounded prisoners that a cart was ready to remove them to an hospital at Dieppe. This journey, of about four leagues, would, in all probability, have terminated the sufferings of Messrs. Dalycell and Donaldson, but Providence raised them up preservers in the midst of their country's foes. As two French sailors were lifting the former gentleman into the vehicle provided for his conveyance, the inhabitants of St. Valery, then returning from mass, stopped to behold this melancholy proof of the dire effects of war. His face was varnished, as it were, with congealed blood; and the occasional movement of the muscles, cracking that external crust, the appearance of his skin below gave those fissures the resemblance of ghastly wounds. The spectators were clamorous that he and his friend, Donaldson, should not be sent to the hospital. The foremost of those good Samaritans were Messrs. Angot (surgeon) and Lescigneur (merchant), both respectable inhabitants of St. Valery. They obtained permission of the commandant for the two officers to remain provisionally at an inn; and they became responsible to the landlord for the payment of his charges, to the amount of 30*l.*,—observing, "*If those gentlemen have the means, they will repay us—if not, it is only sacrificing a few hundred francs to charitable duties!*" Those benevolent Frenchmen would willingly have received the gallant sufferers into their own houses; but the dread of being considered as friendly to the British nation compelled them to refrain.

Nearly a month elapsed before Lieutenant Dalycell was considered out of danger, and July arrived before he could leave his bed. During this long period, Mons. Angot was his constant, and only professional attendant;—to him alone was he indebted for one of the finest cures ever performed by the art of surgery. Whilst deriving benefit from the care and skill of that benevolent man, he was no less kindly cherished by his other protector, and the females of both their families, who invariably treated him with as much tenderness as even his own mother and sisters could have done. When he was so far recovered as to be able to travel, Messrs.

Angot and Leseigneur accompanied him to Rouen, where they obtained permission for him to rest several days, previous to his proceeding, *via* Beauvois, Soissons, Rheims, and Chalons, to the dépôt for British prisoners at Verdun.

All the intelligence that could be obtained from the wounded men who escaped to the Rattler, and survived, tending to confirm the belief that Lieutenant Dalyell was no more, Captain Mason, on the 15th Jan., 1805, wrote to Mr. (now Lieutenant-Colonel) Robert Dalyell, as follows :

“ It is with the most heartfelt sorrow I confirm the melancholy intelligence you have heard, of your gallant brother being missing. I have a very faint hope that, although he was seen to fall after his sword broke, he may still be alive—but I confess it is very faint. I sent a flag-of-truce to St. Valery last Saturday, to inquire if he is still alive ; but the unfeeling rascal of a commandant fired at us, instead of replying to my letter. If any thing can compensate his friends for his loss, it must be the knowledge of his having fallen, as he has ever lived, in the performance of gallant and glorious actions. In him I lose an officer I highly admired, and a friend I sincerely esteemed ; and his country has to regret the loss of one of her best officers.”

In an official letter to Admiral Lord Keith, the commander of the Rattler had previously thus expressed himself :

“ Among the missing from this ship is Lieutenant Dalyell, whose zeal, courage, and abilities have ever been eminently conspicuous : his premature death deprives his country of an officer who was an honor to the service.”

On the receipt of Captain Mason's letter, Lady Dalyell and the whole of her family and relatives went into mourning ; but their hearts were soon gladdened by the unexpected tidings, derived from le Vimereux, (which privateer was at length captured by a British frigate) that he for whom they had put on the sable weeds of death, was not only living but likely to do well. Some time afterwards, her ladyship's second son, John Graham Dalyell, Esq. informed his gallant brother, that the Patriotic Society at Lloyd's had voted him £100 ; that he would assuredly be promoted, if at home ; and that Government had set at liberty, on parole, the commander of le Vimereux, his son, his brother, and the French surgeon, entirely on account of the care taken of him and Mr. Donaldson, at St. Valery.

On the 20th July, 1805, a survey was taken of Lieutenant Dalyell's wounds, and the following certificate granted him :

"These are to certify the Right Honorable the Lords Commissioners of the Admiralty, that we have carefully examined the wounds received by Lieutenant W. C. C. Dalyell, late of H.M. sloop Rattler; and that we have found the cicatrices of nine wounds in the head, from one of which several pieces of the cranium have been extracted; one wound in the right shoulder; one in the left leg; one in the left foot by a pistol-ball, from which several pieces of bone have been taken away; one in the right hand, which has greatly injured the use of two fingers; and two other slight wounds; making in all fifteen: and we do further certify, that his general health has suffered materially, in consequence of the said wounds. Given under our hands at Verdun,

(Signed)	" E. L. GOWER,	} Captains. {	H. M. late ship Shannon.
	" J. BRENTON,		_____ Minerve.
	" A. ALLEN, M.D.	} Surgeons. {	_____
	" J. BELL,		_____ Shannon.
	" J. GRAHAM,		_____ Hussar."

To this document was subsequently added as follows :

" I do further certify, that, besides the injury to the general health of Lieutenant W. C. C. Dalyell, in consequence of the above-mentioned wounds, the bones of his face are considerably injured, which has deprived him in great part of the sight of his right eye, and, from the nature of the complaint, may remain so during life. Given under my hand this 15th day of November, 1810.

(Signed) " A. ALLEN, M. D. Surgeon to the British prisoners of War at Verdun."

In reply to several applications made by Lieutenant Dalyell's friends and himself, for his exchange or enlargement on parole, letters, of which the following are translations, were written :

" The Inspector-General of the Gendarmerie, Superior Commandant of Verdun, to Mr. Leveson Gower, Captain in the Royal British Navy, prisoner of war.

" Verdun, 8th Feb. 1806.

" Sir,—I have transmitted to his Excellency the Minister of the Marine and Colonies, an exposition of the condition of Mr. Dalyell, and I have not forgotten to acquaint his Excellency of the number and extent of the wounds which that officer received in battle. It was impossible to address his Excellency in other than the most satisfactory terms of the honorable conduct of Mr. Dalyell at this dépôt, which I have certified to his Excellency. I have the honor, Sir, to assure you of my highest consideration.

(Signed) " WILSON."

"Marine.—5th Division.—Prisoner of War.

"Paris, 24th Feb. 1806.

"Sir,—I have received your letter of the 7th instant, relative to your exchange. I hasten to inform you, that his Excellency the Minister of Marine has transmitted your petition to the Minister of War, who is especially charged with the police and superintendence of prisoners of war, and who alone can decide whether the numerous wounds you have received have reduced you to a state that may render it proper to permit your return to England. It is, therefore, to that minister your future communications on this business should be addressed. I have the honor to salute you, (Signed) "RIVIER, Chief of the 5th Division."

"To Mr. Dalyell, Prisoner of War, Verdun."

"Paris, 1st Sept. 1806.

"Sir,—I have received your letter, dated the 5th of last month, relative to the exchange of Mr. Dalyell, lieutenant of the British navy, for a French officer of the same rank.

"However interesting the circumstances attending the case of this officer may be, it is impossible at present to do any thing in his favor: but the moment of any exchange, whether general or partial, I shall not fail most urgently to press compliance with this petition. I shall be the more zealous because it appears to be an affair wherein you are deeply interested. Receive, Sir, my assurances of sincere attachment.

(Signed) "RIVIER, Chief of the 5th Division."

"To Mons. Leseigneur, St. Valery-en-Caux."

The Commissioners of the Transport Board, it appears, also made an application to the French Minister of Marine, offering to exchange any officer of equal rank for Lieutenant Dalyell; but were unable to procure his release. The Duc de Feltre, however, allowed him to go to the baths of Plombieres, for the benefit of his health; and likewise to visit Paris, for the purpose of consulting an oculist.

In 1812, Lieutenant Dalyell, mindful of the kind treatment he had received at St. Valery-en-Caux, wrote to the Chairman of the above Board as follows:

"Verdun, Jan. 8th.

"Sir,—In taking the liberty of enclosing you a testimony of the generous and benevolent exertions displayed by several respectable inhabitants of St. Valery-en-Caux, in Feb. 1807, towards the shipwrecked crews of H. M. gun-brig Inveterate and some merchant vessels, may I also be permitted to add the request Messrs. Leseigneur and Angot have made me, to solicit the Commissioners of the Transport Office to release two of their relations,—Portz, on board the Crown Prince, at Chatham; and

Jacques Angot, at Lauder, in Scotland; and that of their friends, to allow Thomas Frederic Cordonnier, taken as chief mate on board the Printems, in 1803, to be at large on parole, as also Mr. Ducomier, now on board the Crown Prince. I have been prompted to this, as a small mark of my gratitude for the humane and kind attention I experienced from those good people, during a confinement at St. Valery, of six months to my bed. * * * * I have the honor to be, &c.

(Signed) "W. C. C. DALYELL."

"To Sir Rupert George, Bart.,
&c. &c. &c."

In reply to this application, Lieutenant Dalyell was informed that the Lords Commissioners of the Admiralty had been pleased to allow "the unconditional release of Messrs. Portz and Angot, and moreover permitted Messrs. Cordonnier and Ducomier to enjoy the liberty of parole in England, agreeably to his request." He was shortly afterwards appointed a member of the Council of Administration about to be organized in the dépôt of the prisoners of war at Verdun; than which a greater compliment could not have been paid him. On the 15th May, 1813, his friends at St. Valery transmitted the following memorial in his behalf, to the Duc de Feltre, Minister of War:

"Abraham Leseigneur, merchant, and — Angot, physician, have the honor of representing to your Excellency, that Mr. William Dalyell, officer of the British navy, now at the dépôt of Verdun, was made prisoner in this roadstead, in Jan. 1805, dangerously wounded, which lost him his liberty. It was owing to the care of your memorialists, and other inhabitants of this town, that he was recalled to life.

"The gratitude of that officer, and also of his family, has ever since been most conspicuous. To the prisoners belonging to our town, confined in Great Britain, they have never ceased to be useful, alleviating the misery of captivity, by succours conferred, or privileges procured. Your Excellency will acquire the conviction of the above facts by the enclosed letters from the Transport Office, and Mr. Seaman, purser of a prison-ship. To sum up all, Mr. Dalyell has just obtained the release of Messrs. Cordonnier, Angot, and Portz; likewise the privilege of parole for Messrs. Cordonnier and Ducomier.

"Animated by a becoming spirit of gratitude, and desirous of giving a particular proof to Mr. Dalyell, that shall demonstrate to England that Frenchmen yield nothing in point of generosity to their enemies, we unite ourselves in the honor of having recourse to your Excellency, entreating your Grace to take into consideration the essential services rendered

by M
expre
nativ
deter

" P
with
allow
empe
the an
your
which
bilty
expir
justice
and ha

In
Lieut
port t
effect
not to
in his
British
monia

"Th
self, du
by the
of the C
as lay i
know,
has pla
several
Meuse,

On
Englar
comma
afterwa
and on
Croker
pension

by Mr. Dalycell to our countrymen, and in return allow him, upon the express application we have now the honor of making, to return to his native country, upon such conditions as it may please your Excellency to determine.

"In case your Excellency should not have it in your power to comply with our application to its whole extent, permit us to supplicate you to allow Mr. Dalycell six months' leave of absence, during which he might be empowered to return to the bosom of his family, where his presence, for the arrangement of his private affairs, is indispensably necessary. Should your Excellency require it, knowing the sentiments of honor and sincerity which animate that officer, we offer without fear to assume the responsibility that you may deem needful to impose for his re-appearance at the expiration of his leave of absence. Desirous of obtaining from your justice this act of benevolence, we claim it with the utmost confidence, and have the honor to be, with most profound respect, &c. &c. &c."

In Dec. following, without any previous anticipation, Lieutenant Dalycell received from the Duc de Feltre his passport to return to England; which favor he attributed to the effects of the above memorial. Universally respected, it is not too much to say, that every one who knew him rejoiced in his good fortune. On this happy occasion, the then senior British naval officer at Verdun supplied him with a testimonial thus worded :

"This is to certify, that Lieutenant Dalycell, R. N. has conducted himself, during his long captivity, in a regular gentleman-like manner; that by the late commandant, Baron de Beauchesne, he was appointed one of the Council of Administration, in which situation he took care, as far as lay in his power, that justice was done to his countrymen; and that I know, from the confidence the present commandant, Major de Meulan, has placed in him, he has been enabled to render important services to several of his fellow-prisoners. Given under my hand, at Verdun on the Meuse, the 20th of Dec. 1813.

(Signed) "C. OTTER, Captain of H. M. late ship Proserpine."

On the 17th Feb. 1814, a few days after his return to England, Lieutenant Dalycell was promoted to the rank of commander. The Committee of the Patriotic Fund soon afterwards presented him with a handsome sword, value £50; and on the 9th Mar. following, he was acquainted by Mr. Croker, that the Admiralty had "been pleased to confirm the pension of five shillings a day," which had been granted to

him in August, 1811. On the receipt of this notification, he addressed a memorial to the Prince Regent, praying H. R. H. to grant him the arrears of that pension, from the period when he received his numerous severe wounds; and on the 23d of the same month, we find him thus addressing the Admiralty:

"To the Right Honorable the Lords Commissioners, &c. &c. the humble Memorial of Captain W. Cunningham C. Dalryell, R. N.,

"SHEWETH,—That your Lordships' memorialist saw with sorrow and surprise the negative given on the 21st instant, to his prayer for the arrears of pension up to the period when he received his wounds.

"That when he applied for a pension, in 1805, he forwarded from Verdun the best possible proofs of his wounds, and the deteriorated state of his general health; that the reply intimated that nothing could be done till your memorialist should first have arrived in England.

"That in Nov. 1810, the negotiation for an exchange of prisoners having been broken off, and seeing no prospect of a termination to his captivity, your memorialist applied to H. R. H. the Prince Regent for a pension, which was immediately granted, liable to being confirmed or revoked upon a re-survey at home; that this re-survey having recently taken place, and his pension being confirmed, your Lordships' memorialist conceived *that his claims extended back to the actual period of his being wounded, and which he must have enjoyed, as a matter of right, had he not fallen into the hands of the enemy.*

"Should a want of precedent be urged in support of the negative put upon his prayer, your memorialist would, with all deference, presume to suggest, that no precedent can be found of a wounded officer having remained *nine years* a prisoner in an enemy's country; and he humbly entreats your Lordships to consider how severely he must feel the denial of a claim, which, *as a matter of right, has been conceded to ARMY OFFICERS*; in proof of which statement being correct, your memorialist, with all deference, refers your Lordships to the case of those British officers who were wounded at the battle of Talavera, and to whom pensions were granted during their sojourn as prisoners in France; but, upon their return, and their pensions being confirmed, *those officers received the FULL AMOUNT of THEIR respective pensions, from the day upon which their respective wounds had been inflicted.*

"Your memorialist therefore earnestly supplicates your lordships to reconsider his extremely hard case; and, if requisite, advise H. R. H. the Prince Regent, to grant the whole arrears—and not permit that captivity which stands without a parallel, to extend its calamitous effects beyond the personal sufferings—the mental anguish—the professional misfortunes which it has already caused him to endure.

(Signed)

"W. CUNNINGHAM C. DALYELL."

We have only space for their Lordships' final answer :—

“ *Admiralty Office, 2d April, 1814.*

“ Sir,—Having laid before my Lords Commissioners of the Admiralty your letter of the 31st ult. with its enclosure, in reference to your applications of the 17th and 23d of last month, for arrears of pension to be granted to you from the time of your being wounded in His Majesty's service, I have their Lordships' commands to acquaint you, that the request cannot be complied with. I am, Sir, your very humble servant,

(Signed)

“ J. BARROW.”

“ *To Captain Dalyell, R. N.*”

Thus was this gallant officer refused the payment of nearly £600, a sum to which he then had, and *still has*, the justest claim. On the 27th Nov. 1815, the pensions previously granted to *all* naval officers, for wounds, loss of limbs, &c. having been augmented, agreeably to an order in council, he became entitled to one of £150 per annum, from the 1st of July preceding.

We sincerely trust, that Commander Dalyell's health, though not even yet perfectly re-established, will, at no very remote period, enable him to resume the active duties of his profession; and thereby qualify himself, (agreeably to the existing order in council,) for that rank to which he must naturally aspire.

Commander Dalyell married, Sept. 19th, 1820, Maria, youngest daughter of A. T. Sampayo, of Peterborough House, Fulham, co. Middlesex, Esq., and has issue, one son and two daughters. His eldest brother, *James*, succeeded to the baronetage on the demise of his father, Oct. 10th, 1791;—another, *John Graham*, is an advocate, and author of several works on antiquities, natural history, &c.;—*Robert*, whose name we have already mentioned, commenced his military career, and served in India, as a cavalry officer; but afterwards joined the 43rd regiment, and was with that distinguished corps in Denmark, and throughout the whole of the peninsular war, during which he was twice wounded. He returned home with Wellington's army, in 1814.

HON. THOMAS ROPER-CURZON.

SECOND son of the present Lord Teynham, by his first wife, Bridget, daughter and co-heiress of Thomas Hawkins, of Nash Court, co. Kent, Esq.

This officer was made a lieutenant in Feb. 1810; and promoted to his present rank on the 21st April, 1813. He married, in 1823, Charlotte Caroline, widow of R. Browne, Esq.

ROBERT INCLEDON, Esq.

OBTAINED his first commission on the 28th Sept. 1807; and was thus spoken of by Captain (now Sir Edward) Tucker, in two official letters, addressed to the commander-in-chief on the East India station, and reporting the capture of the islands of Amboyna, Ternate, &c.

“ February 20th, 1810.

“ I beg to recommend to your excellency’s notice Lieutenant Incedon, first of the *Dover*, from whom I have received the greatest support throughout the whole of this service, particularly so on the day of action, when the other lieutenants were absent from the ship.”

“ August 31st, 1810.

“ With the conduct of every officer and man on board the *Dover*, during our attack on the batteries and Fort Orange, I am most perfectly satisfied: to Lieutenant Incedon much praise is due.”

The above, and a series of other important services in which Mr. Incedon was engaged, whilst serving under Captain Tucker, are detailed in Suppl. Part I. pp. 197—203. He obtained the rank of commander on the 4th May, 1813; and died at Gosport, co. Hants, in Nov. 1831.

SAMUEL BRADSTREET HORE, Esq.

THIRD son of the late William Hore, of Harperstown, co. Wexford, Esq. by the only daughter of Sir Simon Bradstreet, Bart. whose wife was a sister to the Right Hon. Sir Henry Cavendish, Bart.

se
ar
pr
sta
Ca
Yo
of
Ha
an
ter
ma
hin
Jan
182
eng
the

T

S

Bere
and
Spar
river
in M
June
out
long
islan

† T
daugh

This officer obtained his first commission in Oct. 1807; served as lieutenant of the *Cæsar* 80, Captain Charles Richardson, at the capture of Flushing, in Aug. 1809*; and was promoted to the command of the *Fairy* sloop, on the Cape station, May 13th, 1813. He married, Sept. 8th, 1821, Jane Caroline, youngest daughter of the late Richard Solly, of York Place, Portman Square, London, and grand-daughter of Sir Frederick Flood, Bart. His eldest brother, *Walter Hore, Esq.* enjoys the estate of Harperstown (granted to their ancestor in or about the year 1160), and is married to a daughter of the late Lord Ruthven. His second brother, *William*, a major in the 67th regiment, died in 1830. Those junior to himself are, *Henry Cavendish*, a lieutenant in the royal navy; *James Stopford*, a commander, promoted to that rank in 1828; and *Thomas*, a first lieutenant in the corps of royal engineers †. His only sister is married to a clergyman of the established church.

THOMAS SAVILLE GRIFFINHOOFÉ, Esq.

SERVED as midshipman under Captain (now Sir John P.) Beresford, in the *Cambrian* frigate, on the Halifax station; and distinguished himself at the attack and capture of a Spanish privateer, by the tender belonging to that ship, in the river St Mary's, July 7th, 1805 †. He was made a lieutenant in Mar. 1808; promoted to the command of the *Muros* sloop, June 20th, 1813; and appointed to the *Primrose* 18, fitting out for the African station, Aug. 4th, 1827. After having long suffered under a pulmonary complaint, he died at the island of Ascension, Feb. 10th, 1830.

* See Vol. II. Part II. p. 906, *et seq.*

† The grandfather of those gentlemen married Lady Anne Stopford, daughter of the first Earl of Courtown.

‡ See Supp. Part IV. p. 381.

CHARLES LESLIE FALKINER, Esq.

THIRD son of Sir Samuel Falkiner, Bart. by Sarah, daughter of Charles Leslie, M. D. and grand-daughter of the Very Rev. Dean Leslie.

This officer entered the royal navy in Jan. 1804, and served his time as midshipman, under Captains Henry Heathcote and Pulteney Malcolm, in the Galatea frigate and Donegal 74. Whilst belonging to the latter ship, he was often employed in her boats, when sent to annoy the enemy's trade on the coast of France; and we also find him in the Hercule fire-ship, commanded by the first-lieutenant of the Donegal, at the attack made upon a French squadron in the road of Isle d'Aix, April 11th, 1809*. For his conduct on that occasion, he was promoted as soon as eligible, by commission dated Jan. 3d. 1810.

Mr. Falkiner's only appointment as lieutenant was to the Shannon frigate, Captain (now Sir Philip) Broke, under whom he served, on the Channel and Halifax stations, for a period of two years and eight months. It will be seen, on reference to pp. 376 and 379 of Vol. II. Part I., that he headed the main-deck boarders of that ship, at the capture of the American frigate Chesapeake, June 1st, 1813; and that he was left in charge of that gloriously obtained prize in consequence of his captain finding himself obliged by wounds to resign the command of the Shannon to her senior surviving lieutenant. After taking the prize into Halifax harbour, Mr. Falkiner returned home with despatches, and was immediately presented with a commander's commission, dated July 9th, 1813; since which, however, he has not been employed.

RICHARD BOOTH BOWDEN, Esq.

WAS made a lieutenant in April, 1802; and promoted from the Caledonia 120, bearing the flag of Sir Edward Pellew (now Viscount Exmouth), into the Gorgon hospital-

* See Vol. I. Part I. p. 84, *et seq.*

ship, on the Mediterranean station, Aug. 5th, 1813. He married the youngest daughter of the Rev. R. Hawker, D. D. Vicar of Charles, Devon; and became a widower in Nov. 1824.

ISAAC SHAW, Esq.

OBTAINED the rank of lieutenant in June, 1801. We first find him serving under Captain (now Commodore) Charles Bullen, who "speaks in high praise of his gallantry," in command of the boats of la *Volontaire* frigate, at the capture and destruction of a fort near Marseilles, in 1809*. On the 26th of Dec. 1811, that officer's successor reported to Vice-Admiral Sir Edward Pellew as follows:

"H. M. S. Volontaire, off Palamos."

"Sir,—While off the Medas Islands this morning, a boat informed me that an enemy's schooner had arrived at this port the night before last. I immediately stood in and anchored off the mole, where she was lying. Lieutenant Shaw, with Mr. Banantyne, master's-mate, in the boats, went to bring her out, while the marines under Lieutenants Burton and Campbell, of that corps, admirably maintained a covering position on the mole-head, against a party of French troops, who disputed the post with them. As large reinforcements were pouring in from the adjacent garrisons, and the vessel was grounded, Lieutenant Shaw set fire to her; but floating afterwards, he towed her out to us, when the fire was extinguished; not, however, before it had done great damage.

"She proves to be la *Decidé*, a new privateer, mounting two long six-pounders, pierced for six, carrying a cargo of provisions from Cette to Barcelona. This service, so laudably performed by all employed, has, fortunately, been attended with no other accident than one marine wounded.

(Signed)

"G. G. WALDEGRAVE."

On the 20th of April, 1812, Lieutenant Shaw assisted at the capture and destruction of a French national schooner and twenty merchant vessels, near the mouth of the Rhone;† and on the 23d of June following, he commanded the boats of the *Volontaire*, at the capture of a felucca, la *Colombe*, mounting one long gun and eight swivels, with a complement

* See Vol. II. Part II. p. 596.

† See Vol. II. Part II. p. 962.

of 45 men. On this occasion, he had a midshipman and two sailors wounded; of the enemy three were slain and seven wounded. On the 31st of Mar. 1813, Captain Waldegrave reported the capture and destruction of two strong batteries and fourteen merchant vessels, at Morjean, by detachments from the *Volontaire*, *Undaunted*, and *Redwing*, the whole under the command of Lieutenant Shaw; who, on the 2d of May in the same year, was wounded whilst similarly employed*. His promotion to the rank of commander took place on the 9th of Aug. 1813.

WILLIAM HENRY HERRICK, Esq.

OBTAINED a lieutenant's commission in Feb. 1806; and commanded an armed prize schooner, attached to the squadron under Captain Sir Home Popham, during the disastrous operations in the Rio de la Plata, in Aug. 1806. He subsequently served in the West and East Indies, on which latter station he was promoted to his present rank, Aug. 17th, 1813.

JOHN KNILL KINSMAN, Esq.

APPEARS to have been employed, as an acting lieutenant, on the coast of Egypt, during the memorable campaign of 1801. His first commission bears date Jan. 7th, 1802. We next find him serving under Sir Robert Laurie, in the *Cleopatra* frigate, on the Halifax station; and he is mentioned by that officer as having rendered him "every assistance" in the action between that ship and *la Ville de Milan*, Feb. 17th, 1805†. He obtained the rank of commander on the 17th of Sept. 1813; and died at the Royal Naval Hospital, Plymouth, in May, 1831.

MAYSON WRIGHT, Esq.

WAS made a lieutenant on the 1st of May, 1794; and appears to have been almost constantly employed, in the com-

* See Suppl. Part I. p. 193, *et seq.* and Vol. I. Part II. p. 811, *et seq.*

† See Vol. I. Part II. p. 834.

mand of various small vessels, from the year 1798 until the conclusion of the late war. On the 2d of Mar. 1801, being then in the Cobourg hired armed brig, he captured le Bien Venu, French privateer, of 14 guns, on the North Sea station; and in June, 1803, we find him making the following report to the commander-in-chief at Portsmouth:

“Sir,—I have the honor to acquaint you, that cruising, pursuant to your directions, in H. M. hired armed cutter Albion, of six guns and twenty-seven men; at 3 p. m. 24th instant, we saw a cutter standing towards us; made sail in chase; at 5 we brought her to action, and, after a close engagement (within pistol-shot) of an hour and twelve minutes, she struck her colours, and proved to be the Marengo French privateer, of four guns and twenty-six men, belonging to Cherbourg; there was not any person wounded on board the Albion, though we had a few shot in our hull, and one gun dismounted; the enemy had three men wounded, one badly, and his sails and rigging cut to pieces. I have the honor to be, &c.

(Signed)

“MAYSON WRIGHT.”

“*To Admiral Montagu.*”

This officer obtained his present rank on the 7th of Oct. 1813; and commanded the Albion of 12 guns, from that period until Jan. 1815.

JAMES ROSE, Esq.

Knight of the Royal Swedish Order of the Sword.

WE first find this officer serving under Captain (afterwards Admiral) George Losack, in the Jupiter, of 50 guns. He obtained the rank of lieutenant in Sept. 1796; and was wounded, on board the Ardent 64, Captain R. R. Burgess, at the memorable battle of Camperdown, Oct. 11th, 1797*. In Feb. 1805, whilst commanding the Growler gun brig, he captured, after a running action of one hour and thirty minutes, a French national brig mounting two long 24-pounders, one long eighteen, and four swivels, with a complement of fifty men; and on the 25th of the following month, he succeeded in cutting off and securing two gun-boats, with twenty-seven men on board, forming part of a

* See Vol. I. Part I. p. 150, *et seq.*

division of flotilla, proceeding through the Passage du Raz. In July, 1807, the Growler, then attached to the blockading squadron in the Pertuis Breton, assisted at the capture and destruction of two armed *chassé marées* and twenty other coasting vessels*.

Lieutenant Rose subsequently commanded the Crown prison-ship, in Portsmouth harbour, and the Hearty gun-brig, on the Heligoland station; where he was serving when promoted to his present rank, Oct. 7th, 1813. The operations in which he was principally engaged, whilst thus employed, have been detailed in our memoirs of Captains John M'Kerlie, John Marshall, Arthur Farquhar, &c. The Order of the Sword was conferred upon him for his conduct at the siege of Gluckstadt. Mrs. Rose, to whom he was married when only a midshipman, died in Jan. 1810.

FRANCIS BANKS, Esq.

Knight of the Imperial Russian Order of St. Anne, and of the Royal Swedish Order of the Sword.

IN April, 1798, this officer, then commanding the Garland, tender to the flag-ship of the commander-in-chief at the Leeward Islands, captured, near Dominica, the French privateer *la Jeune Nantaise*, of 4 guns and 39 men. His first commission bears date Nov. 24th, 1798. We next find him commanding the Blazer gun-brig, on the Heligoland station, where he captured several Danish privateers and merchant vessels, in the year 1809. The following are copies of two official letters addressed by him to John Wilson Croker, Esq. dated off Cuxhaven, Mar. 16th and 17th, 1813:

“ Sir,—I beg to inform you, for the information of the Lords Commissioners of the Admiralty, that, from the intelligence communicated to me by the Lieut.-Governor of Heligoland, and what I otherwise learned by the arrival of vessels from the continent, of the distressed state of the French forces at Cuxhaven, and of the entrance of a Russian army into Hamburg, I judged it expedient to take the *Brevdrageren* under my orders, and proceeded to the river Elbe, which I entered early this morning (16th)

* See Suppl. Part I. p. 452.

with the hope of intercepting such of the enemy's vessels as might attempt to make their escape; two of the gun-vessels we found deserted in the entrance of this river, and were afterwards destroyed; on a nearer approach to this place, I observed some were burning, others were sunk, and drifting about in all directions; and I have the satisfaction to inform you of the total destruction of the French flotilla that was stationed at Cuxhaven, which were twenty large gun schuyts: the timely appearance of H. M. brigs prevented the escape of two, and I firmly believe, led to the destruction of the rest by their own hands: the Hamburgh flag is displayed on the batteries and castle of Ritzbittel, and I intend to gain a communication with the shore. I am, &c.

(Signed)

"F. BANKS."

"Sir,—I beg leave to acquaint you, for the information of my Lords Commissioners of the Admiralty, that, having had communication with the civil authorities of Ritzbittel, they expressed a desire that I would take possession of the batteries that had lately been evacuated by the French. I accordingly, this morning (17th) disembarked the small detachment of thirty-two of the Royal Veteran battalion, from Heligoland, and took possession of Cuxhaven battery. Fort Napoleon, which is half a mile higher up the river, I shall order to be destroyed. Every thing in these forts is in disorder; the guns dismantled, the carriages and stores destroyed. From what I have been able to observe this day, all is anarchy and confusion among the inhabitants, but they rejoiced much at a few English being landed. No senate as yet is formed at Hamburgh, nor do I hear of the Russian army having entered that city; whenever that can be ascertained, I shall communicate this event to the commanding officer there.

"The French withdrew from this place yesterday morning at five o'clock; their collective force was about twelve hundred; they made their retreat by Bederkesa to Bremen.

"I enclose a copy of the articles concluded on between the civil authorities and myself; I shall forward a list of military and other stores the moment I am able. I have the honor to be, &c.

(Signed)

"F. BANKS."

"Articles concluded between the Civil Authorities of Ritzbittel and Lieut. F. Banks, commanding H. M.'s forces in the river Elbe.

"The Hamburgh flag shall be hoisted in conjunction with the British, at the French batteries near Cuxhaven, until his Britannic Majesty's pleasure is known. All military and other stores, belonging to the French, shall be delivered up to the English.

"The British troops shall take immediate possession of the batteries, and garrison the same.

"Executed on board H. M.'s brig the Blazer, this 17th March, 1813."

On the 21st of the same month, the Blazer's cutter and

Brevdrageren's galley captured, near Brunsbittel, on the Hanoverian side of the Elbe, two Danish gun-boats, each mounting two long 18-pounders and three 12-pounder caronades, with a complement of 25 men. This dashing service was performed by eighteen sailors, under the directions of Lieutenant Thomas B. Devon, commander of the Brevdrageren, and Mr. Dunbar, second master of the Blazer, at a distance of six leagues from the anchorage of those brigs*.

On the 7th of Oct. following, Lieutenant Banks was promoted to his present rank, and ordered to retain the command of the Blazer, then rated a sloop of war. For his subsequent services, at the sieges of Cuxhaven and Gluckstadt, he was presented with the Orders of St. Anne and the Sword.†

TIMOTHY SCRIVEN, Esq.

A Companion of the Most Honorable Military Order of the Bath.

THIS gallant officer was a native of Lyme, co. Dorset; and appears to have commenced his nautical career in the merchant service. At the commencement of the French revolutionary war, he had the misfortune to be taken by the enemy; and we find him a prisoner on board the Jemmappe 80, bearing the flag of Rear-Admiral Richery, when that ship was beaten off by a Spanish 74, near the bay of Rosas, with the loss of several men killed and wounded.

The Jemmappe was then on her passage from Brest to Toulon, at which latter place Mr. Scriven was landed and marched off for Digne, where he endured very great hardships during a close confinement of about twenty months. At the end of that time, he was re-conducted to Toulon; from whence, having been exchanged, he proceeded first to Corsica; then to Leghorn hospital, to recruit his strength; and finally joined the Agamemnon 64, commanded by the matchless Nelson, under whom he served, as a volunteer, for nearly twelve months.

* See Vol. III. Part I. p. 232, *et seq.*

† See Suppl. Part III. p. 251 and 390, *et seq.*

In Sept. 1796, Mr. Scriven was received, as midshipman, on board the *Montagu* 74, Captain (afterwards Sir John) Knight, to whom he had been recommended by Admiral Lord Bridport. During the mutiny at the Nore, he made an attempt to escape on shore in one of her boats, and had succeeded in passing five or six other ships, under a heavy fire of round and grape-shot, before he was overtaken. After remaining for some time with both legs in irons, he was tried by a court-martial composed of delegates (the chief ringleader, Parker, officiating as president), when, strange as it may appear, he obtained a sentence of honorable acquittal, "in consequence of the persevering gallantry evinced by himself and his companions, six in number, in their endeavour to reach Sheerness."

The *Montagu* formed part of the fleet under Admiral Duncan, at the memorable battle of Camperdown, Oct. 11th, 1797*. We have only to add, that Mr. Scriven's services in that ship comprised a period of nearly five years, during which "his general good conduct and enterprising spirit, particularly on various occasions of boat service," obtained him the most flattering testimonials. In July, 1801, he was rated master's-mate of the *Goliath* 74, Captain (afterwards Sir William) Essington; and in the course of the same year, the following letter respecting him was addressed to Earl St. Vincent, then at the head of the Admiralty:

"My Lord,—Having seen your secretary's letter to Mr. Scriven, a supernumerary on board the *Orion*, under my command, saying it is necessary that the captains he has sailed with should pledge themselves for his good conduct, and fitness to serve as a lieutenant; I beg leave to inform your lordship, that during the time I commanded H. M. ship *Montagu*, Mr. Scriven was one amongst the very few of the petty-officers who conducted themselves to my satisfaction. He is a very correct, attentive, sober young man; therefore I beg leave to recommend him to your lordship's attention. I have the honor to be, &c.

(Signed)

"ROBERT CUTHBERT, Captain."

Mr. Scriven subsequently served as supernumerary on board the *Sans Pareil* 80, commanded by Captain Essington;

* See Vol. I. Part I. p. 150, *et seq.*

and as admiralty midshipman, under Commodore Samuel Hood, with whom he proceeded to the Leeward Islands, in the *Ulysses 44*, of which ship he was appointed an acting lieutenant, Dec. 24th, 1802. His first commission bears date Mar. 28th, 1803.

Soon after this advancement, Mr. Scriven had an attack of yellow fever, and was obliged to return home, from Antigua hospital, for the recovery of his health. His next appointment was, Mar. 24th, 1804, to the *Thunder bomb*, Captain George Cocks, under whom he saw much active service on the Mediterranean station.

In July, 1805, the *Thunder* captured a small vessel called the *Sparrownaro*, armed with one two-pounder; and Lieutenant Scriven immediately volunteered to command her as a tender, with a crew consisting of only seven men and a boy. On rounding a point of land, near the straits of Bonifacio, he found himself within half-musket-shot of a French privateer, mounting one eighteen-pounder and four four-pounders, with no less than sixty-nine men. The desperate defence he made excited the admiration of the enemy, who not only liberated his prisoners without exchange, but also granted their gallant leader a certificate as follows:

"I, Antony Clavelli, captain commanding the French privateer *Belle Louise*, certify and attest, that Mr. Timothy Scriven, late commanding the *Sparrownaro*, conducted himself during my pursuit of him, and in the action which ensued, in a manner which distinguished him as a man of bravery and honor; and that it was not till after having fired upon him a dozen cannon loaded with grape and round, numerous volleys of musketry, and our being on the point of boarding with a force so very considerably greater than that of the *Sparrownaro's*, that he struck his colours. I certify further, that the above mentioned chase and action continued for the space of two hours. In faith of which, I hereby sign this certificate to all whom it may concern.

"Cagliara, Sardinia, the 19th July, 1805.

(Signed)

"CLAVELLI."

Mr. Scriven continued in the *Thunder* until Aug. 1807, when he was nominated flag-lieutenant to his friend Rear-Admiral Essington, then holding a command in the grand armament destined against Copenhagen. Shortly after his

return from thence, he was appointed to the *Hercule 74*, Captain the Hon. John (now Lord) Colville, on the Lisbon station. His subsequent appointments as lieutenant were, Dec. 30th, 1808, to the *Vestal 28*, Captain Edwards Lloyd Graham, refitting at Woolwich;—Aug. 2d, 1810, to be first of the *Pallas 32*, Captain the Hon. George Cadogan;—Nov. 12th following, to command the Active cutter, of six guns and twenty-four men, stationed off Flushing, where he was kept constantly on the alert;—Sept. 16th, 1811, to the Arrow schooner, mounting twelve twelve-pounder carronades, with a complement of fifty men;—and, June 4th, 1813, to the Telegraph schooner, of similar force.

On the 8th May, 1812, Lieutenant Scriven drove on shore, near the Penmarks, l'Aigle French cutter privateer, and totally destroyed her prize, a large English West Indiaman. On the 27th Dec. following, after an anxious pursuit of three days, he brought to action and completely silenced le *Diligente*, a large brig, mounting sixteen twenty-four-pounder carronades and two long twelves, commanded by Mons. Grassin, a member of the legion of honor, and said to have had on board at least 160 men, including a number of American sailors. This formidable privateer, which, availing herself of the Arrow's inferior sailing, escaped into the river Loire, had just before captured H. M. schooner *Laura*, of twelve guns and 41 men.

On the 30th Jan. 1813, Lieutenant Scriven captured seven and destroyed three French coasting vessels, near Noirmoutier. On the 12th Aug. following, he had the good fortune to make prize of an American armed schooner, the *Ellen* and *Emmeline*, laden with silks and other valuable merchandize, from Nantz bound to New York. On the 7th Oct. in the same year he was promoted to the rank of commander, and re-appointed to the Telegraph, then rated a sloop of war. Six days after this, he assisted at the destruction of le *Filibustier*, French national brig, having on board arms, ammunition, provisions, and money, for the garrison of Santona*.

* See Suppl. Part. III. p. 370, *et seq.*

Commander Scriven was next employed on the Halifax station, where he destroyed the famous American privateer Syren, much superior in force to the Telegraph. This marauder was fallen in with under Cape May, on her return from a six months cruise, with a valuable collection of plunder from many prizes taken and burnt in the British and St. George's Channels. An action of forty minutes, in which the Telegraph sustained no loss, was terminated by the sinking of the enemy.

Commander Scriven was nominated a C. B. in Sept. 1815, and about the same time removed to the Heron 18, the officers of which sloop, on his supercession in July, 1816, presented him with a handsome silver vase, bearing a complimentary inscription. On the 20th Dec. 1817, he was appointed to the Erne 20; and shortly afterwards, he nearly lost his right hand, whilst exerting himself to save that ship from impending destruction, in Dublin bay. On the 1st June 1819, he had the misfortune to be wrecked on one of the Cape Verd Islands, from whence he was conveyed with his officers and crew, in a Portugueze vessel, to Barbadoes. On his return home, in the Columbo transport, Aug. 14th, 1819, he found that his name had been included in the list of officers promoted to post rank only two days before; but owing to the loss of the Erne, for which he appears to have been censured by the sentence of a court-martial, on the 20th of the same month, his commission was cancelled; and he had the mortification to pass the remainder of his days without any further employment.

During the time that this gallant gentleman commanded the Arrow and Telegraph, he captured no less than 5047 tons of the enemy's shipping. In the course of his services he was twice wounded, without reporting it. He is represented by those who knew him as an officer who ever studied the comfort and happiness of his inferiors. Cool in the midst of danger, and never indulging in passion or invective, it was a general observation of his officers and men, "how happy we all are;" and a smile was ever to be seen on the countenance of each. The unfortunate winding up of his professional ca-

reer was naturally attended with the most heart-rending feelings, and served to embitter the last moments of his existence. He died, we believe, at Jersey, after a severe and lingering illness, March 25th, 1824, leaving a widow and four children to lament his loss. Mrs. Scriven is a niece to the late Edward Harris, Esq. a Commissioner of the Navy Board.

WILLIAM RUSH JACKSON, Esq.

PASSED his examination, and obtained a lieutenant's commission, in Dec. 1807. He was made a commander on the 20th Oct. 1813.

HENRY LOWCAY, Esq.

SON of a respectable warrant officer, who died at Portsmouth, Feb. 5, 1827, aged 87 years.

Mr. HENRY LOWCAY entered the royal navy previous to the Spanish armament, and served as midshipman on board the Duke 98, successively commanded by Captains Robert Kingsmill, Robert Calder, and John Knight (and bearing the flags of Vice-Admiral Roddam and Admiral Lord Hood), in 1791 and 1792. On the 27th Aug. in the latter year, he was discharged, by particular desire of his lordship, into the Juno 32, Captain Samuel Hood, then employed in attendance on King George III. at Weymouth, but subsequently as a cruiser in the Channel, where she captured several of the enemy's privateers and other vessels, at the commencement of the French revolutionary war.

The Juno was next ordered to the Mediterranean, and formed part of the squadron under Commodore Linzee, at the capture of St. Fiorenzo, in Corsica, Feb. 19th, 1794*. Her previous extraordinary escape from Toulon harbour has been described in our memoir of Captain W. H. Webley Parry, Vol. II. Part II. pp. 645—648.

* See Vol. I. Part I. p. 250.

On the 6th Mar. 1794, Mr. Lowcay followed Captain Hood into l'Aigle 36, in which frigate he was present at the reduction of Calvi, a service effected on the 10th Aug. 1794, after a siege of fifty-one days*.

During the whole of 1795, Captain Hood had the command of a small detachment in the Archipelago, for the purpose of protecting the trade, and watching an enemy's squadron of superior force. In April 1796, he was appointed to the Zealous 74, and again followed by Mr. Lowcay, whom we find serving as a volunteer at the attack made by Nelson upon Santa Cruz, in the island of Teneriffe, July 24th, 1797 †. On this occasion, our young officer appears to have had a very narrow escape; the boat under his command having been sunk, and one of her crew killed, by the enemy's first shot. In consequence of this disaster, he was obliged to swim to the shore, under a tremendous fire of round, grape, and musketry; nor was it until after he had repeatedly been washed away from the beach, by the very heavy surf, that he succeeded in effecting a landing. He then joined Captain Hood, and remained by his side, as aide-de-camp, during the whole of the subsequent proceedings.

On the 5th Oct. following, Mr. Lowcay joined the Ville de Paris, first rate, bearing the flag of Earl St. Vincent; by whom, on the 25th Dec. in the same year, he was appointed acting lieutenant of the Culloden 74, Captain Thomas Troubridge.

After the battle of the Nile ‡, we find Mr. Lowcay daily volunteering his services to intercept the enemy's boats attempting to pass from Rosetta to Alexandria, with provisions, letters, &c. Many of them he succeeded in capturing, and the sick and wounded of the British fleet were thus supplied with refreshments which could not otherwise have been procured: he also recovered possession of a quantity of church plate taken from Malta, part of which was afterwards pre-

* See Vol. I. Part I. p. 252.

† See *id.* note at p. 391, *et seq.*

‡ See Vol. I. Part I. p. 183.

ser
isl
an
sh
ler
of
wh
to
fol
Nel
com
Gai
was
ten
ing
of t
sequ

“ p
Engli
emba
rebels
St. E
being
pounc
castle
under
four m
places
On the
we op
of the
the sa
from t
ceased
destroy
* *

VOI

sent to Captain Troubridge by the authorities of that island.

The Culloden was next employed on the coast of Tuscany, and from thence sent to blockade Alexandria, off which port she continued until Mar. 5th, 1799. On her return to Palermo, Captain Troubridge was entrusted with the command of a squadron destined against Procida, Ischia, and Capri; which islands were recovered from the French, and restored to His Sicilian Majesty, before the end of April*. In June following, the same able and gallant officer was selected by Nelson to direct the combined operations then about to be commenced against the fortresses of St. Elmo, Capua, and Gaieta; by the reduction of which the kingdom of Naples was, for a time, "liberated from anarchy and misery." Lieutenant Lowcay having acted as one of his aides-de-camp during those operations, we shall here give his official account of the siege of St. Elmo, together with an outline of his subsequent proceedings:

" Antigniano, near St. Elmo, July 13th, 1799.

" My Lord,—Agreeable to your lordship's orders, I landed with the English and Portuguese marines of the fleet, on the 27th June; and after embarking the garrisons of Uovo and Nuovo, composed of French and rebels, I put a garrison in each, and, on the 29th, took post against Fort St. Elmo, which I summoned to surrender. The commandant (Mejan) being determined to stand a siege, we opened a battery of three 36-pounders and four mortars, on the 3d instant, within 700 yards of the castle; and, on the 5th, another, of two 36-pounders. The Russians, under Captain Baillie, opened another battery of four 36-pounders and four mortars, against the opposite angle, intending to storm it in different places as soon as we could make two practicable breaches in the work. On the 6th, I added four more mortars; and on the 11th, by incessant labour, we opened another battery of six 36-pounders within 180 yards of the wall of the garrison, and had another of one 18-pounder and two howitzers, at the same distance, nearly completed. After a few hours' cannonading from the last battery, the enemy displayed a flag of truce, when our firing ceased, and their guns being mostly dismounted, and their works nearly destroyed, the terms of capitulation were agreed to and signed. * * *

* * *. The very commanding situation of St. Elmo, rendered our ap-

* See Vol. II. Part II. p. 824, *et seq.*

proaches difficult, or I trust it would have been reduced much sooner. * * *.

(Signed) "T. TROUBRIDGE."

"*Right Hon. Lord Nelson, K. B.*
&c. &c. &c."

On this occasion, the loss of the allies amounted to 37 officers and men killed, and 85 wounded. Lord Nelson, in a letter to his commander-in-chief, says, "The very great strength of St. Elmo, and its formidable position, will mark with what fortitude, perseverance, and ability the combined forces must have acted."

The siege of Capua next ensued, and was crowned with equal success. On the 19th July, a party of Swiss, commanded by Colonel Tschudy, some Neapolitan cavalry under General Acton, two corps of infantry under General Bouchard and Colonel Gams, accompanied by the British and Portuguese seamen and marines, began their march from Naples, and were followed by a body of Russians. During that night and the next day, all the troops, &c. arrived at Caserta, and were employed in reconnoitring the ground and erecting batteries : with their head-quarters at St. Angelo. The enemy's force, under General Girardon, consisted of about 1200 French infantry, 50 cavalry, 600 Cisalpines, and 200 rebels. On the 25th, the trenches were opened, with one battery within five hundred yards of the glacis. In private letters to Nelson, Troubridge said,

"Our battery was finished by four o'clock yesterday afternoon, but I did not think it advisable to open until this morning, at half-past three o'clock. After three rounds from the guns and mortars, I sent Hollowell to propose the terms your lordship directed. They answered, they could not surrender, and hardly believed that St. Elmo was taken : nothing but the sight of Mejan's signature could make them believe it. Our batteries are again opening ; but the powder is so bad, that the shells hardly breach ; many fall short, though not above three hundred toises ; I really suspect some treachery. If your lordship could spare us forty casks of our powder it would be very useful for the mortars. If you comply, it will be necessary that some person belonging to us should accompany it, or they will steal one half and change the other. I have moved the camps, to enable us to erect two more batteries in a very commanding situation, within two hundred yards of the work. *July 26th, 1799, eight A. M.—* As there is no dependence to be placed on the metal of the Neapolitan

mor
mor
from
us.
to-n
bring
to st
ing,
inad
the c
July
pitul
to ins
that g
ation.
nanced
a hun
have t

In
much
Oswa
reduc
and c
Lieut
&c. t
12,00
pound
surrex
58 ba
and I
The
the R
et seq
tion c
sent b
Palerm
which
the ho
in retu
The

mortars, I submit to your lordship if we had better get our 10-inch sea mortars fitted in land beds. Pray lend us all the spades and iron shovels from the ships; the tools those country people have, work too slow for us. *Nine p. m.*—We gain ground daily. If we can complete the trench to-night, for two batteries of four guns each, I think, with the mortars, to bring the governor to his senses. The difficulty is, to get the workmen to stand a little fire. *July 27th, 2 p. m.*—The French sent out this morning, in their usual way, demanding protection for the *patriots*; I answered, inadmissible, and offered the terms of St. Elmo, and to include Gaieta in the capitulation. They desire until to-morrow morning, to hold a council. *July 28th*,—I have the honor to enclose your lordship a copy of the capitulation. I had gone too far before your letter reached me, at midnight, to insist on Gaieta. The governor offers, if His Sicilian Majesty will let that garrison take their arms, he will give orders for its immediate evacuation. *July 29th*,—There are immense quantities of powder and fine ordnance. Colonel Gams has just sent me word, that he is obliged to form a hundred stratagems to get clear of the Calabrese; these vagabonds have killed sixteen of their officers within this month."

In his official letter, Captain Troubridge expressed himself much indebted to Captains Benjamin Hallowell and James Oswald, to whose abilities and exertions he attributed the reduction of Capua in so short a time, "as they staid night and day in the field to forward the erecting of the batteries." Lieutenant Lowcay was also highly praised. The ordnance, &c. taken at this place amounted to 118 pieces of cannon, 12,000 muskets, 414,000 musket cartridges filled, and 67,848 pounds of gunpowder in casks. In Gaieta, which fortress surrendered by capitulation on the 2d of August, were found 58 battering brass guns, 12 iron ditto, 2 brass field-pieces, and 19 mortars for ramparts.

The subsequent expulsion of the French republicans from the Roman territory has been noticed in Vol. I. Part II. p. 476 *et seq.*, and Vol. II. Part II. p. 829 *et seq.* On the termination of these arduous operations, Lieutenant Lowcay was sent by Captain Troubridge, from Naples, in an open boat, to Palermo, with despatches for Nelson, and the different colours which had been taken from the enemy. The latter he had the honor of presenting to His Sicilian Majesty, and received in return a valuable diamond ring.

The Culloden continued in the Mediterranean until the

summer of 1800, when she returned to England and was put out of commission. Mr. Lowcay's next appointment appears to have been to the *Prince of Wales* 98, bearing the flag of Sir Robert Calder, in which ship he was present at the capture of two Spanish third rates, July 22d, 1805*. He afterwards served as flag-lieutenant to Rear-Admiral (now Sir George) Martin, at Portsmouth; and in 1810, rejoined Sir Robert, on his assuming the chief command at Plymouth. By the latter officer he was successively appointed acting commander of the *Favorite*, *Sealark*, and *Achates*, sloops; and on the flag of his patron being struck, he obtained his present rank; his commission bearing date Oct. 29th. 1813. His brothers, William and Robert, are lieutenants in the royal navy.

WILLIAM MURLEY, Esq.

PASSED his examination in May 1808; and was made a lieutenant on the 29th of the ensuing month. His promotion to the rank of commander took place Oct. 29th, 1813.

MATTHEW JAMES POPPLEWELL, Esq.

SON of the late Mr. Thomas Popplewell, a master in the royal navy. This officer was made a lieutenant on the 22d Jan. 1806; and advanced to his present rank Nov. 6th, 1813.

HENRY BOURNE, Esq.

PASSED his examination in Dec. 1807; obtained a commission on the 4th Jan. 1808; and was praised by Captain (now Sir Jahleel) Brenton for his "exemplary conduct and gallantry," as junior lieutenant of the *Spartan* frigate, under that officer's command, in action with a Neapolitan squadron, May 3d, 1810†. He was made a commander on the 6th Nov. 1813; and granted a pension for wounds, the present amount of which is £150 per annum, Feb. 28th, 1815.

* See Vol. I. Part I. p. 405.

† See Vol. II. Part I. p. 268 *et seq.*

THOMAS SYKES, Esq.

OBTAINED a lieutenant's commission on the 14th Mar. 1799; and was first of the Tartar 32, commanded by Captain George Edmund Byron Bettesworth, when that gallant officer lost his life in action with a Danish flotilla, on the coast of Norway, May 15th, 1808. The particulars of the said engagement are given in the following extract of a letter from an officer on board the Tartar, dated May 20th, 1808:—

“ We sailed from Leith on the 10th inst. to cruise off North Bergen and intercept a frigate, said to be in that harbour. We got on the coast on the 12th, but, from the very thick fogs, could not stand in till the 15th, when we made the islands to the westward of Bergen. On our hoisting Dutch colours, there came off twelve Norwegians in two boats, from whom we learnt that the frigate had sailed eight days before, for the East Indies, with three or four ships under her convoy. They took us through a most intricate rocky passage, till within five or six miles of Bergen, when they refused to pilot us any further. It being the captain's intention to reach the town with the frigate and bring off the shipping, among which were three privateers, we anchored in the straits, with springs on our cables, and in the evening, the boats, with the captain, first and third lieutenants, and master, went up to the town, and would probably have cut out an East Indiaman lying under the battery, had not the guard-boat, which was without her, fell in with and fired on the launch, who returned the fire, wounding all their people severely, and took her: this alarmed the enemy on shore, who sounded their bugles, and manned the batteries; and we finding the ships lie within a chain, without which it would be difficult to get them, returned to the frigate, leaving the launch, commanded by Lieutenant Sykes, to watch the enemy. We immediately got the ship under weigh, but from the lightness of the wind, and intricacy of the passage, could not get near Bergen; and when about half way from our anchorage, in a narrow rocky strait, without a breath of wind, and a strong current; in this situation, we were attacked by a schooner and five gun-boats, within half gun shot, lying under a rocky point, each mounting two 24-pounders, except the schooner, and manned with troops. They kept up a well-directed fire, hulling us in ten or eleven places, and cutting much our rigging and sails. One of their first shot killed our gallant captain, in the act of pointing a gun. The service has thus lost a most valuable commander, who had attached the whole of his officers and men to him, by the most kind and exemplary conduct. Although the force with which we were engaged was comparatively small, yet when it is known that we were at this time drifting towards the enemy, nearly end on, no wind, a

narrow passage full of rocks, on which we were driving, with no anchorage, under heights manned by their troops, no guns to bear on the boats, and a crew newly impressed, most of whom had never been engaged, it must be confessed to have been a situation in which nothing but the greatest exertions on the part of Lieutenant Herbert Caiger (then commanding), and the rest of the officers, could relieve her. We at length brought our broadside to bear on them; one vessel was sunk, and the rest much shattered. They continued the attack for an hour and a half, and were re-manned, by small boats, during it: at length, a light air sprung up; we wore and stood towards the enemy, getting our bow guns forward, which bore on them, and compelled them to bear up, and row under the batteries of Bergen, where we found it would not be advisable to follow, from the general alarm that had been raised. We now obliged the natives on board to attempt a passage with the ship to the northward, in prosecuting which, we fell in with our launch and picked her up. We passed many difficult passages, through which we boomed the frigate off with spars, and towed her; and, at three, cleared the islands, and stood out for sea. We have preserved the body of our heroic captain, and shall, if possible, also that of Mr. H. Fitzhugh (midshipman), a fine promising youth, who fell at the time the captain did. They are the only killed; we have two men severely wounded, and several slightly. Most of our shot holes are between wind and water."

On the 2d June 1809, Captain Bettsworth's successor addressed an official letter to Rear-Admiral Sir R. G. Keates, of which the following is a copy:—

"Sir,—I have the honor to acquaint you, that on the 15th ult. I chased on shore, near Felixberg, on the coast of Courland, a Danish sloop privateer, of four guns, two of them 12-pounders, on slides, and two long 4-pounders; the crew, 24 in number, landing with their muskets, and being joined by some of the country people, posted themselves behind the sand-hills near the beach. The vessel appearing calculated to do much mischief to the trade, I sent the boats of this ship, under the command of Lieutenants Sykes and Parker, with orders either to bring her off or to destroy her, the former of which they effected with considerable address and activity, and without loss, very soon getting the vessel's guns to bear upon the beach.

"Before the Danes abandoned her, they placed a lighted candle in a 12-pounder cartridge of gunpowder, in the magazine, where there was some hundred weight beside, which was happily discovered by one of our men, who immediately grasped it in his hand, and extinguished it, when it had burnt down within half an inch of the powder; another minute would, in all probability, have been the destruction of every man on board and alongside the vessel;—a dishonorable mode of warfare, necessary to be known, to be properly guarded against. I have the honor to be, &c.

(Signed)

"JOSEPH BAKER, Captain."

On the 9th Nov. 1813, Mr. Sykes was promoted to the command of the Recruit sloop, in which vessel he continued during the remainder of the French war. He married Louisa, second daughter of the late W. H. Winstone, of Quidsley House, co. Gloucester, Esq.

THOMAS BRISTOWE YOUNG, Esq.

WAS made a lieutenant on the 18th April, 1794; and commander Nov. 24th, 1813.

CHARLES RAYLEY, Esq.

OBTAINED his first commission in Nov. 1800; and was made a commander, whilst serving on the East India station, Dec. 1st, 1813.

JAMES DALGLEISH, Esq.

WAS made a lieutenant on the 25th Aug. 1794, and commander Dec. 4th, 1813. He served for some time as first of the Dryad frigate, Captain Edward Galwey.

MATTHEW CONOLLY, Esq.

WAS born at Rochester, July 5th, 1776. He entered the royal navy in Oct. 1787, and served as midshipman and master's-mate on board the *Endymion* 44, armed *en flûte*, commanded by Lieutenant Joseph Sall; *Orion* 74, Captains Andrew Sutherland and Charles Chamberlayne; *Hyæna* 24, Captain William Hargood; *Goelan* brig, Captain Thomas Wolley; *Hannibal* 74, Captain John Colpoys; *Theseus* 74, Captain Robert Calder; and *Majestic* 74, bearing the flag of Rear-Admiral Benjamin Caldwell; from which latter ship he was promoted into the *Terpsichore* frigate, Captain Richard Bowen, on the Leeward Islands station, Jan. 15th, 1795.

The Orion formed part of the squadron under Commodore Goodall, when reviewed by King George III., off Plymouth, Aug. 18th, 1789*. In the following year, she accompanied Rear-Admiral Cornish to Barbadoes, where, in consequence of an alarm of fire in the fore-magazine, the greater part of her crew jumped overboard, and several men perished. During the Russian armament, in 1791, she was attached to the fleet under Lord Hood, assembled at Spithead. The Hyæna, after cruising for some time on the Jamaica station, where she took about twenty prizes, at the commencement of the French revolutionary war, was captured, off Hispaniola, by la Concorde frigate, of 44 guns and 340 men. A few days afterwards, the blacks at Cape François having risen *en masse*, and commenced a general massacre of the white inhabitants, Mr. Conolly took advantage of the confusion, and effected his escape to an American brig in the harbour. He then procured the loan of a boat, re-landed, and succeeded in bringing off the whole of his shipmates, with whom he sailed for Jamaica, in an English cartel, during the conflagration of the town.

On the 4th Sept. 1795, Lieutenant Conolly was appointed to his old ship the Theseus, in which, successively commanded by Captains Robert Calder, Herbert Browell, Augustus Montgomery, and John Aylmer, he served on the Channel and Mediterranean stations, until May 20th, 1797. He was then removed to the Irresistible 74, Captain George Martin, off Cadiz. On the 3d July following, he commanded that ship's launch, and had three of his men wounded, in a conflict with the Spanish flotilla, respecting which Messrs. Clarke and M'Arthur, the biographers of Nelson, say:

"As if it had been in the original and true spirit of chivalry, the renowned Sir Horatio Nelson was destined to keep the vigils of his knight-hood, during the perilous night of July 3d, 1797, at the mouth of Cadiz harbour. On the evening of that day it had been given out in orders by the commander-in-chief, that all the barges and launches, without exception, with their carronades properly fitted, and plenty of ammunition and pikes, were to be with Admiral Nelson at half-past eight o'clock, on a

* See Vol. II. Part I. note at p. 61.

particular service. The garrison of Cadiz at this time consisted of from 4000 to 4500 men. On the line wall facing the sea, seventy pieces of cannon and eight mortars had been mounted, and near Alameda were four other mortars; from the Capuchins, at the back of the town, to the land point, were three batteries of four guns each. Such was the strength of the forts at Cadiz when Sir Horatio Nelson undertook its bombardment. The transactions of that memorable night were detailed by him in the following official letter to Earl St. Vincent, dated Theseus, July 4th, 1797:

“In obedience to your orders, the Thunder bomb was placed by Lieutenant Gourly, her present commander, assisted by Mr. Jackson, master of the *Ville de Paris*, who volunteered his able services, within 2500 yards of the walls of Cadiz; and the shells were thrown from her with much precision, under the direction of Lieutenant Baynes, of the royal artillery; but unfortunately it was soon found that the large mortar had been materially injured by its former services. I therefore ordered her to return under the protection of the *Goliath*, *Terpsichore*, and *Fox*, who were kept under sail for that purpose. The Spaniards having sent out a great number of mortar gun-boats and armed launches, I directed a vigorous attack to be made on them, which was done with such gallantry, that they were driven and pursued close to the wall of Cadiz, and must have suffered considerable loss. I have the pleasure to inform you, that two mortar-boats and an armed launch remained in our possession.”

Lieutenant Conolly's next appointment was, Dec. 26th, 1797, to the *Emerald 36*, in which frigate he served under Captains Lord Proby, Thomas Moutray Waller, and James O'Brien, on the Mediterranean and West India stations, until the peace of Amiens. During this period of four years, he assisted at the capture of many prizes, among which were the French privateer *Chasseur Basque*, taken on the coast of Portugal, Feb. 12th, 1798; three frigates and two brigs of war, captured by a detachment from the fleet under Lord Keith, June 18th, 1799*; and two Spanish frigates, each laden with quicksilver, &c., together with several valuable merchantmen under their convoy, from Cadiz bound to Lima, April 5th, 1800 †.

From Jan. 13th, 1802, until April 16th, 1804, Lieutenant Conolly appears to have been on half-pay. At the latter date,

* See Vol. I. Part I. p. 267.

† See Vol. I. Part II, p. 478

he accepted employment in the Sea-Fencible service, under Captain Robert Barton, with whom he served in the Isle of Wight for about four months. His subsequent appointments were, in Aug. 1804, to be first of the *Lapwing 28*, then commanded by Captain Francis William Fane, but afterwards by Captain Clotworthy Upton, on the Irish station;—July 1805, to the *Hind 28*, Captain Fane, which ship was employed in almost every part of the Mediterranean, from Gibraltar to the Dardanelles;—and July 1808, to the *Cambrian 40*, Captain Fane, under whom he continued to serve, principally on the coast of Catalonia, until that officer was taken prisoner, at Palamos, Dec. 13th, 1810*.

On the 12th and 14th April, 1811, the towns of St. Philon and Palamos were taken possession of, the guns all embarked, and the batteries destroyed, by the *Cambrian*, then under the command of Captain Charles Ballen, and *Volontaire 38*, Captain the Hon. George G. Waldegrave. A large settee, deeply laden with grain for the French army at Barcelona, was afterwards “most handsomely cut out from under the Medas Islands by the boats of the *Cambrian*, led on by Lieutenant Conolly, without a man being hurt †.”

We lastly find the subject of this memoir joining the *Pomone 38*, in which frigate he served as first lieutenant, under Captain Fane and his successor, the late Sir Philip Carteret Silvester, from Jan. 18th, 1812, until Jan. 14th, 1814. In the former year, he appears to have visited Newfoundland, and subsequently Lisbon. His promotion to the rank of commander took place Dec. 4th, 1813.

This officer, some years since, published a work having for its object the establishment of “one universal and uniform system of watching, quartering, and stationing, adapted to all classes of ships.” He is also the author of “*A System of Great Gun Exercise for the Navy.*” His brothers, six in number, are all commissioned officers in the army, navy, and royal marines.

* See Vol. II. Part II. p. 842 *et seq.*

† See *id.* p. 598.

ROBERT PILCH, Esq.

OBTAINED his first commission in Dec. 1796; and commanded the launches of the *Bellerophon* and *Elephant 74's*, at the capture of *la Decouverte* French national schooner, mounting six long 6-pounders and six swivels, with a complement of 52 men, lying in the Caracol Passage, near Cape François, St. Domingo, Nov. 23d, 1803. This service was performed without any loss on the part of the British, though for a short time under a very smart fire from the enemy's great guns and small arms. The French had two men wounded, but none slain.

We next find Lieutenant Pilch mentioned in an official letter, of which the following is a copy:

"Bellerophon, off Dagerost, Baltic, June 20th, 1809.

"Sir,—Pursuant to your signal to me of yesterday, I proceeded in H. M. ship under my command off Bango, and at sunset discovered a lugger, apparently armed; and two other vessels at anchor within the islands. Deeming it of importance to get hold of them, I anchored, and detached the boats under the orders of Lieutenant Pilch; and have to acquaint you, that they gained complete possession of the vessels, which being found were of no consequence, and under cover of four strong batteries (not before observed), supported by several gun-boats, were abandoned. It was then judged necessary, to prevent loss in returning, to dash at the nearest battery, mounting four 24-pounders, and, by a muster-roll found, garrisoned with 103 men, which, after an obstinate resistance, was carried in the most gallant manner, the Russians retreating to boats on the other side of the island. The guns were spiked, and magazine destroyed.

"Lieutenant Pilch reports to me the very able assistance he received from Lieutenants Sheridan and Bentham, Lieutenant Carrington, royal marines, and Mr. Mart, carpenter, volunteers; and that more cool bravery could not have been displayed than by the officers and men employed on this service. Considering the resistance met with, and the heavy fire of grape-shot from batteries and gun-boats in the retreat, the loss is comparatively small, being only five wounded. I am, &c.

(Signed) "SAMUEL WARREN, Captain."

"To John Barrett, Esq. Captain H. M. S. *Minotaur*."

Lieutenant Pilch was made a commander on the 4th Dec. 1813.

WILLIAM HENRY DOUGLAS, Esq.

SON of the late Francis Douglas, Esq. many years a purser in the royal navy; and brother of Captain Francis Douglas, R. N. whose services we have recorded in Suppl. Part II. p. 217 *et seq.*

This officer obtained a lieutenant's commission on the 11th Jan. 1797; commanded the Cracker gun-brig, in action with a division of French gun-vessels, proceeding from Fecamp to Boulogne, July 23d, 1805; and was promoted to his present rank Dec. 4th, 1813. He married, Oct. 29th, 1811, Miss Elizabeth Love Hammick, of Plymouth.

JOHN CHIENE, Esq.

WAS made a lieutenant on the 11th Jan. 1797; and presented with the Turkish gold medal, for his services on the coast of Egypt, during the campaign of 1801. He obtained his present rank Dec. 4th, 1813.

JAMES OLIVER, Esq.

WAS made a lieutenant into the Alcmene 32, Captain William Brown, June 8th, 1797; and commanded one of the boats of that frigate in a successful attack upon the forts and shipping at Vivero, on the north coast of Spain, July 18th, 1799. The prizes taken on this occasion were *la Felicidad*, a ship of about 800 tons, pierced for 22 guns, with a cargo of hemp, lower masts, and ship timber; and *El Bizarro*, brig, laden with timber and iron. On the 26th of the preceding month, he assisted at the capture of the French ship privateer *Courageux*, pierced for 32 guns, mounting 28, with a complement of 253 men*.

* *Erratum.*—In Vol. I. Part II. p. 763, line 10, *for 270 read 253*; and in James's Naval History, 2d edit. Vol. II. p. 494, *for William Sandford Oliver, read James Oliver.*

In 1800, this officer was appointed to the *Vlieter 44*, stationed in the river Thames, where he continued until the peace of Amiens. In 1804, we find him first lieutenant of the *Bacchante 20*, Captain (now Sir Charles) Dashwood, by whom he is most handsomely spoken of in an official letter, addressed to the commander-in-chief at Jamaica, of which the following is a copy:—

“*Bacchante, New Providence, April 13th, 1805.*

“Sir,—I have the honor to acquaint you, that on the 3d instant, H. M. ship under my command captured, off the Havannah, His Catholic Majesty's schooner *Elizabeth*, of 10 guns and 47 men, charged with despatches from the governor of Pensacola, which were thrown overboard previous to her surrendering.

“Having received information that there were three French privateers in the harbour of Mariel, (a small convenient port, a little to the westward of the Havannah,) which had annoyed most considerably the trade of H. M. subjects, transiently passing through the Gulf, I determined, if possible, to rout this band of pirates; for, from their plundering and ill treating the crew of every vessel they met with, most particularly the Americans, they were nothing better. Lieutenants Oliver and Campbell having, in the most handsome manner, volunteered their services on this hazardous occasion, I despatched these excellent officers, accompanied by the Hon. Almericus De Courcy, midshipman, on the evening of the 5th instant, in two boats; and as it was absolutely necessary to gain possession of a round tower near forty feet high, on the top of which were planted three long 24-pounders, with loop-holes round its circumference for musketry, and manned with a captain and thirty soldiers, I gave directions to attack and carry the fort previous to their entering the harbour, so as to enable them to secure a safe retreat. Lieutenant Oliver, the senior officer, being in the headmost boat, finding himself discovered, and as not a moment was to be lost at such a critical period, most nobly advanced, without waiting for his friend, landed in the face, and in opposition to a most tremendous fire, without condescending to return the salutation, mounted the fort by a ladder, which he had previously provided, and fairly carried it by a *coup-de-main* with thirteen men (leaving Mr. De Courcy, with three others, to guard the boat), with an accident to only one brave man, George Allison, wounded. The enemy had two killed and three wounded.

“Lieutenant Oliver, leaving Serjeant Denslow of the marines, with six men, to guard the fort, and having been rejoined by Lieutenant Campbell, dashed on to attack the privateers; but, to his great mortification, found they had sailed the day previous on a cruise; he was, therefore, obliged to be contented with taking possession of two schooners, laden with sugar, which he most gallantly brought away from alongside a wharf, in spite of

repeated discharges of musketry from the troops and militia, who poured down in numbers from the surrounding country.

“ I should not have been thus particular in recounting a circumstance which was not attended with ultimate success, were it not to mark my admiration of the noble conduct of Lieutenant Oliver, in so gallantly attacking and carrying a fort which, with the men it contained, ought to have maintained itself against fifty times the number of the assailants : but nothing could withstand the prompt and manly steps taken by that officer and his gallant crew on this occasion : and as, in my humble judgment, the attempt was most daring and hazardous ; and, had the privateers been there, I doubt not but success would have attended them ; so I humbly solicit the honor of notice to this most gallant officer. I have the honor to be, &c. (Signed) “ C. DASHWOOD.”

“ *To Rear-Admiral Dacres,
&c. &c. &c.*”

The credit of this truly gallant exploit has been given, by Mr. James, to the present Commander *Thomas* Oliver ; and that author follows up his error by observing, that his nominee was promoted in the course of the same year, for his brave and meritorious conduct *. Lieutenant *James* Oliver was placed by Lord Mulgrave upon the Admiralty list for promotion, and presented with a sword by the Committee of the Patriotic Fund ; but, in consequence of the commander-in-chief at Jamaica placing his young nephew in a vacancy to which this gallant officer ought to have been appointed, and the retirement of his lordship from office, he did not obtain a commander's commission until Dec. 4th, 1813 ; when, instead of being continued in active service, he had the mortification to be placed upon the half-pay list.

On the 14th May, 1805, the subject of this memoir assisted at the capture of a Spanish letter of marque, laden with coffee and bees' wax, from the Havannah bound to Vera Cruz †. He subsequently followed Captain Dashwood into la Franchise 36, and was first lieutenant of that frigate at the siege of Copenhagen, in 1807 ‡ ; also at the capture of Samana, in the island of St. Domingo, Nov. 11th, 1808 §.

* See *Nav. Hist.* 2d edit. vol. iv. p. 187, *et seq.*

† See Vol. II. Part I. p. 457. ‡ See Vol. I. Part I. p. 79 *et seq.*

§ See Vol. II. Part I. p. 458.

In the following year, Lieutenant Oliver was successively appointed to the Polyphemus 64, bearing the flag of Vice-Admiral Bartholomew S. Rowley; and to the command of the Decouverte schooner, on the Jamaica station, in which vessel he suffered so serious an injury in his left eye, from arduous and active service, that he was under the necessity of returning to England in 1810. He next joined Sir Edward Pellew, on the Mediterranean station, and was by him appointed to the command of the Carlotta brig, in which vessel he had the misfortune to be wrecked upon the coast of Sicily, where he again lost the sight of his eye, through exertion and fatigue, in saving a quantity of specie. His last appointment was, in 1813, to be first of the Sultan 74, Captain John West, stationed off Toulon. His son, William Brown Oliver, is a lieutenant in the navy, seniority Aug. 25th, 1829.

JOHN EDWARDS (c), Esq.

Is a native of London, and was born in 1776. He served nearly thirteen years as midshipman and lieutenant of the Gibraltar 80, and was on board that ship, under the command of Captain Thomas Mackenzie, at the memorable battle of June 1st, 1794. His first commission bears date Nov. 6th, 1798.

We next find Mr. Edwards serving as third lieutenant of the Prince 98, Captain Richard Grindall, at the defeat of the combined fleets of France and Spain, off Cape Trafalgar, Oct. 21st, 1805; and subsequently as first of the Vanguard 74, Captain Alexander Fraser, at the siege of Copenhagen. He afterwards commanded a prison-ship at Portsmouth, and from her was appointed first of the Royal William 84, bearing the flag of Sir Richard Bickerton, at Spithead, early in 1813. His last appointment was to the Barham 74, Captain John W. Spranger, in which ship he was serving, we believe, on the Jamaica station when promoted to the rank of commander, Dec. 4th, 1813.

This officer married, Oct 2d, 1811, the eldest daughter of

Mr. William Nicholson, of Bloomsbury Square, London, chief engineer of the Portsea Island Water-works.

CHARLES CUMBY, Esq.

Knight (2d class) of the Imperial Ottoman Order of the Crescent.

Son of the late Captain David Pryce Cumby, R. N. by his second wife, Susanna, eldest daughter of Robert Mash, of Great Yarmouth, Norfolk, Esq., and half-brother to Captain William Pryce Cumby, R. N., C. B., who succeeded to the command of the *Bellerophon* 74, on the death of Captain John Cooke, during the memorable battle of Trafalgar*.

This officer was born at Great Yarmouth, Nov. 28th, 1779; and appears to have entered the royal navy, as midshipman on board the *Sheerness* 44, armed *en flûte*, May 22d, 1790. He was appointed an acting lieutenant on the 28th Nov. 1797; confirmed by the Admiralty in Jan. 1799; and presented with the Order of the Crescent, and a gold medal, for his services under Sir W. Sidney Smith, on the coast of Syria, and during the subsequent campaign in Egypt. We next find him third lieutenant of the *Cæsar* 80, Captain Sir Richard J. Strachan, at the capture of four French line-of-battle ships, under Rear-Admiral Dumanoir le Pelley, Nov. 4th, 1805†; and afterwards commanding the *Adrian* cutter, employed in the Bay of Biscay, where he captured fourteen sail of merchantmen, and otherwise greatly annoyed the enemy's coasting trade. His last appointments were, in 1813, to the *Bellerophon*, Captain Edward Hawker, and *Medway* 74, Captain Augustus Brine; from which latter ship he was promoted to his present rank, Dec. 4th, 1813.

Commander Cumby married Sarah, youngest daughter of William Gillard, of Black House, Brixham, co. Devon, Esq.

* See Vol. II. Part II. pp. 966—972.

† See Vol. I. Part I. p. 289.

NISBET GLEN, Esq.

WAS badly wounded while serving as midshipman on board the *Leviathan* 74, Captain Lord Hugh Seymour, at the battle of June 1st, 1794. He obtained the rank of lieutenant in April, 1799; a commander's commission on the 4th Dec. 1813; and died (after long labouring under insanity, caused by his wounds) in 1824.

ROBERT LOWTHIAN, Esq.

WAS made a lieutenant on the 2d Nov. 1799; and promoted to his present rank Dec. 4th, 1813.

JOHN CAMPBELL (*b*), Esq.

ENTERED the navy in Aug. 1795; and served the whole of his time as midshipman under Captain John Oakes Hardy, in the *Thisbe* 28, *Assistance* 50, and *St. Albans* 64, on the Halifax station, where he witnessed the capture of l'*Elisabeth* French frigate, by the squadron under Vice-Admiral George Murray, Aug. 23th, 1796. His first commission bears date Oct. 6th, 1801, on which day he was appointed to the *Sophie* sloop, Captain George Burdett, employed in the British Channel.

We next find Mr. Campbell in the *Courageux* 74, Captain J. O. Hardy, at the reduction of St. Lucia, June 22d, 1803*. He afterwards served under Captain (now Sir Charles) Dashwood, in the *Bacchante* 24, a most active and successful cruiser, on the Jamaica station †; from whence he returned home first lieutenant of the *Diana* 38, Captain Thomas James Maling, in 1806. From that frigate he was appointed to the *Edgar* 74, then bearing the flag of Lord Keith, but subsequently a private ship, commanded by Captain James Macnamara, with whom he removed into the

* See Vol. I. Part II. note at p. 481.

† See p. 141.

Berwick 74, and continued to serve as senior lieutenant, until obliged to go on shore for the recovery of his health, in July, 1810.

On the 9th and 11th April, 1808, a court-martial was held on board the *Salvador del Mundo*, in Hamoaze, for the trial of five mutineers of the *Edgar*, viz. Henry Chesterfield, captain of the main-top; John Rowlands, boatswain's-mate; and George Scarr, Abraham Davis, and Joseph Johnston, seamen. It appeared by the evidence of Lieutenant Campbell, that on the 28th of the preceding month, he was acquainted, while in the wardroom, that the ship's company were assembling in a body on the quarter-deck; and on his going there, they demanded with one voice, "Fresh captain and officers," and some of them called out "An answer and no mutiny." After remonstrating with them once or twice, he was obliged to order the marines to be drawn up, and was on the point of directing them to fire, when the sailors thought fit to disperse. The five prisoners were then seized, and put in irons. In their defence, the petty-officers attempted to prove that they were intimidated to go on the quarter-deck by the threats of the ship's company. The sentence passed was as follows:—Chesterfield, to receive 100 lashes round the fleet, and to be kept in solitary confinement two years; Rowlands, 300 lashes; Scarr, 500 lashes, and one year's solitary confinement; and Davis and Johnston, 200 lashes each.

After the re-establishment of his health, Lieutenant Campbell served as first of the *Tigre* 74, Captain John Halliday (now Vice-Admiral Tollemache); and *San Josef* 110, bearing the flag of Lord Keith, then commander-in-chief of the Channel fleet. In the autumn of 1813, he was successively appointed, by the latter officer, acting commander of the *Sparrow* and *Lyra* sloops, employed on the north coast of Spain*. While in the former vessel, he appears to have been charged with the blockade of Santona, previous to the storming of St. Sebastian, on which memorable occasion he

* See Suppl. Part III. p. 146.

also served under the orders of Sir George R. Collier *. His promotion to the rank of commander took place Dec. 6th, 1813.

EDWARD WHYTE, Esq.

WAS made a lieutenant on the 2d May, 1804, and commander Dec. 6th, 1813 †.

ROBERT WALKER, Esq.

OBTAINED a lieutenant's commission on the 30th Dec. 1808. He served as second of the Piedmontaise frigate, Captain Charles Foote, at the capture of Banda Neira, and on that occasion was "among the foremost in the escalade ‡." His advancement to the rank of commander took place Dec. 8th, 1813.

CHARLES ANTHONY, Esq.

WAS made a lieutenant in 1800; and presented with the Turkish gold medal, for his services during the Egyptian campaign, in 1801. We next find him accompanying Sir James Lucas Yeo to the Canadian Lakes, where he served as first of the Wolfe 23, bearing that officer's broad pendant, from May, 1813, until his promotion to the rank of commander, Dec. 29th in the same year. On the 8th June, he commanded some gun-boats at the capture of an American post near the head of Lake Ontario, from which the enemy was driven, with the loss of all his camp equipage, provisions, stores, &c. On the 13th and 19th of the same month, he assisted at the capture of two dépôts of provisions, and several small vessels, laden with supplies for the invading army.

* See Vol. II. Part II. p. 529 *et seq.*

† *Erratum* in James's Nav. Hist. 2d edit. Vol. VI. p. 97, line 20, *for* Edward *read* Nicholas Charles.

‡ See Vol. II. Part II. p. 508.

In Aug. and Sept. following, he was thrice engaged with the squadron under Commodore Chauncey*. On the 6th May, 1814, he commanded the *Star* brig, and "behaved much to Sir James Yeo's satisfaction," at the attack and capture of Oswego †.

Commander Anthony is now, we believe, Governor of the House of Correction at Preston, to which situation he was appointed in Oct. 1827.

JOHN KAINS, Esq.

WAS made a lieutenant in July, 1807, and promoted to his present rank, while serving as first of the *Warrior* 74, Captain Lord Torrington, Jan. 8th, 1814. On the 13th July in the preceding year, he commanded that ship's launch, and displayed great bravery, at the capture of a Danish national lugger, mounting three six pounders, under a heavy fire of musketry from the shore, to which her crew had escaped after setting her on fire. On the 30th Nov. following, he had the honor of steering the boat which conveyed H. S. H. the Prince of Orange (now King of Holland) from the *Warrior* to the Dutch shore †.

Commander Kains married, Feb. 2d, 1814, Miss Gold, of Gillingham, co. Kent.

JOSHUA KNEESHAW, Esq.

OBTAINED the rank of lieutenant in Sept. 1800; and lost the hired armed cutter *Georgiana*, on the banks near Honfleur, whilst employed in reconnoitring the enemy's force up the river Seine, Sept. 25th, 1804. We next find him commanding the *Martial* gun-brig, attached to the *Walcheren* expedition; and subsequently the *Piercer*, a similar vessel, forming part of the *Heligoland* squadron, under the orders of

* See Suppl. Part IV. pp. 90—93. † See Suppl. Part II. p. 216.

‡ See Vol. I. Part II. p. 663.

Captain Arthur Farquhar, by whom the following mention is made of him in an official despatch announcing the fall of Gluckstadt, Jan. 5th, 1814 :

“ To Lieutenants Kneeshaw and Sir George Keith every praise is due, for their able support during the bombardment. Lieutenant Kneeshaw, who will have the honor of carrying home this despatch, is an officer of great merit—his attention to his duty since he has been under my command, claims my warmest approbation. He is an old officer, and has lost his right arm in the service of his country *”.

On the 12th Jan. 1814, the day of his arrival at the Admiralty, Mr. Kneeshaw was promoted to the rank of commander, and re-appointed to the *Piercer*, then rated a sloop of war. In the following year he commanded the *Censor* 14. The present amount of his pension (originally granted in Oct. 1802) is 200*l.* per annum.

SAMUEL RADFORD, Esq.

OBTAINED his first commission on the 18th Aug. 1806; served on board the *Aboukir* 74, Captain George Parker, during the Walcheren expedition; and was thus spoken of in the London Gazette, June 5th, 1810 :—

“ Vice-Admiral Douglas has transmitted to John Wilson Croker, Esq. a letter from Captain Farquhar, of H. M. ship *Desirée*, giving an account of an attack made on the night of the 29th ultimo, by the boats of that ship, with those of the *Quebec* 32, *Britomart* sloop, and *Bold* gun-brig, under the directions of Lieutenant Samuel Radford, of the *Desirée*, upon some armed vessels lying in the *Vlie*; one of which, a French lugger, of six guns and 26 men, was driven on shore and burnt; the following vessels were captured and brought out :—viz. a French lugger, of 12 guns and 42 men; a schuyt privateer, of 4 guns and 17 men; a Dutch gun-boat; and a small row-boat. Captain Farquhar highly commends the good conduct of Lieutenant Radford, and the other officers and men employed on this occasion. No loss was sustained on our part: the enemy had one man killed, and three wounded.”

On the 12th Dec. 1811, the boats of the *Desirée*, under the command of Lieutenant Radford, captured *le Brave*

* See Suppl. Part III. p. 392.

French privateer, of 14 guns and 60 men, near the island of Schelling:—"this service," says Captain Farquhar, "was performed with much judgment." In Sept. 1813, Mr. Radford commanded the boats of the Heligoland squadron (acting in conjunction with a flotilla under Lieutenant Charles Haultain) in an attempt to capture or destroy eight Danish gun-vessels, lying at Busum, a small and intricate harbour near the mouth of the Elbe. He was promoted to his present rank on the 22d Jan. 1814; appointed to the *Nimrod* sloop, of 20 guns, Sept. 18th, 1828; and presented with the following address in the spring of 1832:

"To Commander Samuel Radford, of H. M. S. Nimrod, stationed in the river Shannon."

"The Address of the Magistrates and Gentlemen in the vicinity of the above station.

"Sir,—The blessings of peace being at length felt on those shores, for the protection of which His Majesty's ship *Nimrod*, under your command, was stationed in the river Shannon (and the fruits of your active, judicious and unremitting exertions being manifested in the security which has so mainly resulted therefrom),—we hasten to assure you of our unfeigned regret, that the regulations of the service should render your removal necessary, and thus deprive us of your effective and valuable services. Your excellent arrangements, and unceasing vigilance, in the discharge of the important duties which devolved upon you as an officer and a magistrate, by preventing the fearful disorders which prevailed in Clare from reaching the opposite coast, justly entitle you to our warmest gratitude; and although your services here are no longer deemed requisite, tranquillity being for the present restored, we entertain a hope, that should events once more require the presence of a ship of war in the Shannon, your intimate knowledge of the localities of the country, the complete success of the enterprise committed to you, and the admirable conduct and discipline of the officers and men under your command, will point you out to His Majesty's Government as the fittest person to entrust with a similar commission. We now reluctantly take our leave of you, sincerely wishing that health, happiness, and prosperity may accompany you in your honorable career; and beg to subscribe ourselves

Your obliged friends and well-wishers.

[Here follow about sixty signatures.]

JAMES GROVES, Esq.

Was made a lieutenant on the 1st of June, 1802; and served as such under Sir Home Popham, in the *Romney* 50,

Diadem 64, and Venerable 74; on the East India station, at the capture of the Cape of Good Hope and Buenos Ayres; at the reduction of Walcheren, and on the north coast of Spain. He subsequently accompanied Sir James Lucas Yeo to Canada, and was serving on the Lakes when promoted to his present rank, Feb. 14th, 1814.

This officer married, Nov. 14th, 1825, Susan Isabella, second daughter of the late Mr. John Harington, of Penzance.

THOMAS FORSTER, Esq.

WAS made a lieutenant in July, 1807; and promoted to the command of the Kite sloop, Feb. 16th, 1814. He died at Southend, co. Essex, Dec. 14th, 1827, aged 41 years.

JOSEPH GAPE, Esq.

Son of a clergyman and magistrate, resident at St. Albans, co. Herts.

In Aug. 1809, we find this officer serving as midshipman of the Amphion frigate, Captain William Hoste, at the capture and destruction of six gun-boats and seven merchant vessels, in the port of Cortelazzo, situated between Venice and Trieste*. He was also employed in her boats at the capture of the town of Grao, and 25 vessels with valuable cargoes, June 29th, 1810 †. His first commission bears date Mar. 19th, 1811; and he appears to have obtained his present rank, while serving as flag-lieutenant to Rear-Admiral William Brown, on the Jamaica station, Feb. 16th, 1814. From that period until Oct. 1815, he commanded the Snake sloop, of 18 guns.

* See Suppl. Part IV. p. 191 *et seq.*
 † See Vol. III. Part II. p. 413, *et seq.*

*Died an Admiral
 12 March
 1876*

ROBERT SMITH, Esq.

SON of the late Mr. Smith, carpenter in the royal navy.

This officer obtained his first commission on the 24th Aug. 1807; and was senior lieutenant of the *Eurotas* 38, Captain (now Sir John) Phillimore, in the severe action between that ship and the *Clorinde* French frigate, Feb. 25th, 1814*. He was advanced to his present rank on the 4th of the following month.

Commander Smith married, June 26th, 1818, Miss Seeds, daughter of a medical practitioner.

NICHOLAS JAMES CUTHBERT DUNN, Esq.

WAS made a lieutenant on the 22d Jan. 1806; promoted from the *Tenedos* frigate, Captain Hyde Parker, to the command of the *Indian* sloop, Mar. 9th, 1814; and appointed an inspecting commander in the coast guard, Dec. 31st, 1820.

SIR GEORGE MOUAT KEITH, BART.

OBTAINED the rank of lieutenant on the 12th Aug. 1801; and commanded the *Protector* gun-brig, at the capture of the Cape of Good Hope, in Jan. 1806. His next appointment was, Mar. 19th, 1808, to the *Redbreast*, a similar vessel, on the North Sea station. In 1813, and the beginning of 1814, we find him very actively employed under the orders of Captains John M'Kerlie and Arthur Farquhar; particularly at the sieges of Cuxhaven and Gluckstadt †. His commission as commander bears date Mar. 16th, 1814; on which day he was re-appointed to the *Redbreast*, then rated a sloop of war.

* See Suppl. Part I. p. 245, *et seq.*

† See Suppl. Part III. pp. 190, 251, and 392.

This officer's eldest son died at Sierra Leone, of the African fever: his eldest daughter is married to John Frederick Elberton, Esq. of the Hon. E. I. Company's civil service.

ROBERT MILBORNE JACKSON, Esq.

WAS made a lieutenant on the 26th Nov. 1808; and served for some time as second of the Bustard sloop, Captain John Duff Markland, under whom he assisted at the capture and destruction of many vessels, on the Mediterranean station*. In Oct. 1813, he was appointed first of the Hebrus 36, Captain Edmund Palmer; and on the 27th Mar. following, we find him assisting at the capture of l'Etoile French frigate, after an obstinate contest, in which the enemy had 110, and the British 38, officers and men killed and wounded †. On the 31st of the same month, he was promoted to the rank of commander; and on the 15th Oct. 1829, appointed to the Hyacinth 18, in which sloop he served on the West India station until Mar. 14th, 1831.

This officer married, Oct. 11th 1814, Elizabeth, youngest daughter of Mr. John Hodges, of Mill House, Tooting, Surrey.

SAMUEL TREVOR DICKENS, Esq.

WAS made a lieutenant on the 4th Aug. 1806; and promoted from the Ocean 98, Captain Robert Plampin, to the command of the Badger sloop, on the Mediterranean station, April 5th, 1814. He married Miss Isabella Craven, of Colchester.

THOMAS DELAFONS, Esq.

OBTAINED a lieutenant's commission in Sept. 1794; commanded the Nimble cutter in 1805; and was promoted to his

* See Suppl. Part II. p. 355.

† See Suppl. Part I. p. 215 *et seq.*

present rank, whilst serving as principal agent for transports, on the north coast of Spain, April 28th, 1814. Mrs. Delafons died in April, 1816.

ADAM BROWN, Esq.

OBTAINED his first commission in April, 1811; and was serving as flag-licutenant to Rear-Admiral William Brown, when promoted, by that officer, to the command of the Sapphire sloop, on the Jamaica station, April 28th, 1814. He died in 1828.

BOURCHIER MOLESWORTH, Esq.

WAS made a lieutenant in Oct. 1805; and promoted from the Royal Charlotte yacht (Captain Thomas Eyles) to the rank of commander, May 16, 1814.

JOHN JORDAN ARROW, Esq.

WAS made a lieutenant in Aug. 1807; promoted to his present rank, whilst serving as first of the Jason frigate, Captain the Hon. James W. King, May 16th, 1814; and appointed an inspecting commander in the Coast-Guard service in Jan. 1820. He married Miss Kew, of New Palace Yard, Westminster.

FRANCIS EDWARD SEYMOUR, Esq.

ELDEST son of the late Colonel Seymour, and grandson of Lord Francis Seymour, Dean of Wells, the fourth son of Edward, eighth Duke of Somerset.

This officer was born at London, Sept. 2d, 1788; and entered the royal navy, as midshipman on board the Malta 80, Captain Albemarle Bertie, in July 1801. We next find him, during the short peace of Amiens, joining the Leander 50, fitting out for the flag of Sir Andrew Mitchell, com-

mander-in-chief on the North American station. In Feb. 1805, he assisted at the capture of *la Ville de Milan*, French frigate; and recapture of the *Cleopatra 32**. Towards the close of the same year, he followed Captain (now Sir John) Talbot into the *Centaur 74*, then about to return home from Halifax; and he appears to have continued in that ship, as petty-officer and lieutenant, until the end of 1808. His first commission bears date Oct. 3d, in that year.

On the 25th Feb. 1806, Mr. Seymour assisted at the capture of four French 40-gun frigates; the *Centaur* then bearing the broad pendant of Sir Samuel Hood, whose flag, as a rear-admiral, was hoisted on board the same ship, before Copenhagen, Oct. 2d, 1807. He afterwards witnessed the occupation of Madeira, by a squadron under the command of Sir Samuel, and a military force commanded by Major-General Beresford †. On the 26th Aug. 1808, three men were killed, and twenty-seven officers, seamen, and marines wounded on board the *Centaur*, in action with the *Sewolod*, a Russian 74, the destruction of which ship is noticed in Vol. II. Part II. p. 649 *et seq.*

Mr. Seymour's next appointment was to the *Frederiksteen 32*, in which frigate, successively commanded by Captains Thomas Searle, Joseph Nourse, and Francis Beaufort, and latterly employed in a most interesting survey of the south coast of Asia-Minor, he continued for about a period of four years ‡. On the 16th Nov. 1813, he was appointed to the *Granicus 36*, Captain William Furlong Wise, under whom he served until our present most gracious monarch hoisted the royal standard on board the *Jason* frigate, and condescended to appoint him his flag-lieutenant, in April 1814. After accompanying King Louis XVIII. to Calais, he was promoted to his present rank, by commission dated May 16th, 1814 §. We lastly find him serving as an inspecting commander of the coast-guard, at Aldborough, in Suffolk, which appointment he appears to have received in April 1828.

* See Vol. I. Part II. p. 744.

† See Suppl. Part II. p. 416 *et seq.*

‡ See Suppl. Part II. pp. 86—94.

§ See Vol. I. Part I. p. 10.

Commander Seymour married, Feb. 4th, 1815, Elizabeth, daughter of the late Charles Cooke, of Bath, Esq., by whom he has issue one son and two daughters.

EDWIN JAMES, Esq.

Was made a lieutenant in Dec. 1799; and presented with the Turkish gold medal, for his services on the coast of Egypt, during the campaign of 1801. We next find him serving as first of the *Union* 98, in which ship, successively commanded by Captains Samuei Hood Linzee, William Kent, and Robert Rolles, he continued from Mar. 1812 until advanced to the command of a prize brig, at Genoa, May 17th, 1814.

On the 3d June, 1812, Andrew Abchurch, ordinary seaman on board the *Union*, then on her passage from Plymouth to the Mediterranean, sent word to Captain Linzee, through the first lieutenant, that he wished to speak to him. Captain Linzee went upon the quarter-deck with Mr. James, to hear what he had to say, when Abchurch, in a low tone of voice, said there was a mutiny in the ship. On the captain asking what he said, he replied "There is a mutiny in the ship—take that—I am the man;" and at the same instant plunged a knife into his commander's breast. The blow was evidently aimed at the heart; but either from Captain Linzee suddenly turning, or from the confusion of the assassin, the knife penetrated obliquely between the sixth and seventh ribs three inches deep, struck the breast bone, and then turned to the right side instead of the left. The man was instantly secured; and on the arrival of the ship at Lisbon (into which port it was necessary to go, for the preservation of Captain Linzee's life) he was tried by a court-martial, sentenced to death, and executed. He was repeatedly urged, in the most solemn manner, by the chaplain of the *Union*, to declare what his motives were for attempting so atrocious a deed, and he unequivocally declared he never had received any sort of treatment from Captain Linzee which could justify it; but that a sudden thought came into his mind that he

must commit murder, and he then determined to do so on the captain, to which he thought he must have been instigated by the devil. He exculpated his shipmates, not one of whom, he said, had the slightest knowledge of his intention; and added, that he should die in peace if his intended victim would forgive him.

The necessity of being kept in a tranquil state, compelled Captain Linzee to resign his command; and he consequently returned home in the Sabrina sloop of war. His successor, Captain William Kent, died on board the Union, off the mouth of the Rhone, Aug. 29th, 1812.

DAVID MAPLETON, Esq.

WAS made a lieutenant on the 10th May, 1804. In 1806, he served as second of the Pallas frigate, Captain Lord Cochrane, by whom honorable mention is made of him in two official letters, addressed to Vice-Admiral Thornbrough, of which the following are copies:

“ H. M. S. Pallas, St. Martin's Road, Isle Rhé, May 10th, 1806.

“ Sir,--The French trade having been kept in port of late, in a great measure by their knowledge of the exact situation of H. M. cruisers, constantly announced at the signal posts, it appeared to me to be some object, as there was nothing better in view, to endeavour to stop this practice. Accordingly the two posts at la Pointe de la Roche were demolished; next, that of Cahola; then two in l'Ance de Repos; one of which, Lieutenant Haswell, and Mr. Hillier the gunner, took in a neat style from upwards of one hundred militia.

“ The marines and boats' crews behaved exceedingly well; all the flags have been brought off, and the houses built by government burnt to the ground.

“ Yesterday, too, the zeal of Lieutenant Norton, of the Frisk cutter, and Lieutenant Gregory, of the Contest gun-brig, induced them to volunteer to flank the battery on Point d'Equillon, while we should attack it by land in the rear; but it was carried at once; and one of fifty men, who were stationed to the three thirty-six-pounders, was made prisoner, the rest escaped. The battery is laid in ruins, the guns are spiked, carriages burnt, barrack and magazine blown up, and all the shells thrown into the sea. The signal post of l'Equillon, together with the house, shared the fate of the gun carriages; the convoy got into a river beyond our reach.

"Lieutenant Mapleton, Mr. Sutherland the master, and Mr. Hillier, were with me, who, as they do on all occasions, so they did at this time, whatever was in their power for His Majesty's service.

"The petty officers, seamen, and marines, failed not to justify the opinion that there was before reason to form; yet it would be inexcusable were not the names of the quarter-masters, Carden and Casey, particularly mentioned, as men highly deserving any favour that can be shown in the line to which they aspire. I have the honor to be, &c.

(Signed) "COCHRANE."

"*H. M. S. Pallas, off the Island of Oleron, 14th May.*

"Sir,—This morning when close to P'Isle d'Aix, reconnoitring the French squadron, it gave me great joy to find our late opponent, the black frigate*, and her companions, the three brigs†, getting under sail; we formed high expectation that the long wished for opportunity was at last arrived.

"The Pallas remained under topsails by the wind to await them; at half-past eleven a smart point-blank firing commenced on both sides, which was severely felt by the enemy. The main-top-sail yard of one of the brigs was cut through, and the frigate lost her after-sails. The batteries on P'Isle d'Aix opened on the Pallas, and a cannonade continued, interrupted on our part only by the necessity we were under to make various tacks to avoid the shoals, till one o'clock, when our endeavour to gain the wind of the enemy, and get between him and the batteries, proved successful; an effectual distance was now chosen—a few broadsides were poured in—the enemy's fire slackened;—I ordered ours to cease, and directed Mr. Sutherland, the master, to run the frigate on board, with intention effectually to prevent her retreat, by boarding.

"The enemy's side thrust our guns back into the ports; the whole were then discharged; the effect and crush were dreadful; their decks were deserted; three pistol shots were the unequal return.

"With confidence I say, that the frigate was lost to France, had not the unequal collision tore away our fore-top-mast, jib-boom, fore and main-top-sail-yards, sprit-sail-yard, bumpkin, cathead, chain-plates, fore-rigging, fore-sail, and bower anchor, with which last I intended to hook on; but all proved insufficient. She was yet lost to France, had not the French admiral, seeing his frigate's fore-yard gone, her rigging ruined, and the danger she was in, sent two others to her assistance.

"The Pallas being a wreck, we came out with what little sail could be set, and H. M. sloop the Kingsfisher afterwards took us in tow.

"The officers and ship's company behaved as usual; to the names of Lieutenants Haswell and Mapleton, whom I have mentioned on other occasions, I have to add that of Lieutenant Robins, who has just joined. I have the honor to be, &c.

(Signed) "COCHRANE."

* La Minerve 40.

† Lyræ, Pallinre, and Sylphic.

In effecting the destruction of the enemy's signal posts, the Pallas had two seamen and one marine slightly wounded. In her gallant action with the French frigate and brigs, one marine killed, one midshipman, Mr. Andrews, very badly wounded, and four seamen slightly. In a former despatch, when reporting the capture of la Tapageuse corvette, and the destruction of three other French national vessels, her heroic captain informed Vice-Admiral Thornbrough, that "the absence of Lieutenant Mapleton was to be regretted, as he would have gloried in the expedition with the boats."

From the Pallas, Mr. Mapleton followed Lord Cochrane into the Imperieuse 38; and on the 6th Jan. 1807, we find him volunteering his services to bring out with her boats whatever vessels might be found in the basin of Arcasson. "As a preliminary step," says his lordship, "he attacked Fort Roquette, which was intended for the defence of the entrance. A large quantity of military stores was destroyed, four 36-pounders, two field-pieces, and a thirteen-inch mortar were spiked, the platoons and carriages burnt, and the fort laid in ruins. The Hon. William John Napier and Mr. Houston Stewart, midshipmen, accompanied Lieutenant Mapleton; and Mr. Gilbert, the surgeon's first assistant, embraced the opportunity to shew his zeal even in this affair, so foreign to his profession. I am happy to add, that as it was well conducted, so it was accomplished without any loss."

Between Dec. 15th, 1806, and Jan. 7th, 1807, Lieutenant Mapleton assisted at the capture and destruction of three French transports and twelve merchant vessels, the latter laden with wine, resin, butter, cheese, &c.

During the summer of 1807, the Imperieuse cruised off Brest, under the *pro-tempore* command of Captain Alexander Skene. On the 12th Sept. in the same year, Lord Cochrane having then re-joined her, she sailed from Portsmouth, with the Mediterranean trade in company. On the 31st July, 1808, the castle of Mongat, an important post, commanding a pass in the road from Barcelona to Gerona, was taken possession of by her marines; and 71 French soldiers, including

two commissioned officers, killed, wounded, and made prisoners. By the immediate destruction of this fortification, and the blowing up of rocks in various places, the road was rendered impassable to the enemy's artillery, required for the siege of Gerona. On the 28th Sept. following, his Lordship reported the destruction of the newly constructed semaphoric telegraphs at Bourdique, Pinede, St. Maguire, Frontignan, Canet, and Foy, together with their guard houses, fourteen barracks of the gens-d'armes, a battery, and a strong tower upon the lake of Frontignan. "Lieutenant Mapleton," (then first of the Imperieuse,) says Lord Cochrane, "had the command of those expeditions; Lieutenant Urry Johnson had charge of the field-pieces; and Lieutenant Hoare of the royal marines. To them, and to Mr. Gilbert, assistant-surgeon; Mr. Burney, gunner; and Messrs. Stewart and Stovin, midshipmen, is due whatever credit may arise from such mischief; and for having, with so small a force, drawn about 2,000 troops from the important fortress of Figueras, in Spain, to the defence of their own coast. The conduct of Lieutenants Mapleton, Johnson, and Hoare, deserves my best praise." Other services performed by the Imperieuse, on the Mediterranean station, will be found noticed in Vol. III. Part I. pp. 262—265.

Mr. Mapleton's next appointment was, Feb. 19th, 1811, to the Edinburgh 74, in which ship he served as first lieutenant, under Captains Robert Rolles and the Hon. George H. L. Dundas, until advanced to the command of a French national brig, taken at Genoa, in April, 1814. Previous to his promotion, he had distinguished himself on various occasions, particularly at the capture of a French convoy lying in the mole of D'Anzo, Oct. 5th, 1813; at the unsuccessful attack upon Leghorn, in the month of December following; and during the operations against Genoa and its dependencies, in March and April, 1814. On the 18th of the latter month, Captain Sir Josias Rowley, commanding the Anglo-Sicilian naval force, informed Sir Edward Pellew (now Viscount Exmouth) that "that active officer, Lieutenant Mapleton, of the Edinburgh," he was sorry to say, had been wounded,

“while on service with the army,” under Lord William Bentinck*.

WILLIAM GEORGE CARLILE KENT, Esq.

SECOND son of the late John Kent, Esq. Steward of the Royal Naval Hospital at Plymouth, who was appointed to that situation by Earl St. Vincent, in 1803; at which period he had served as a purser in the navy upwards of twenty years. Some genealogical particulars of his family will be given in our memoir of his eldest son, Commander Bartholomew Kent.

The subject of the present sketch is a native of Lanarkshire, N. B., and was born about the year 1788. He commenced his naval career in July, 1798, as midshipman on board the *Tigre* 80, commanded by Sir W. Sidney Smith, with whom we find him successively proceeding to Constantinople, the coast of Egypt, and St. Jean d’Acre. During the memorable siege of that Syrian fortress, by the French army under Napoleon Buonaparte, he appears, although so very young, to have been employed on shore; and we are told that he was with Captain Wilmot, of the *Alliance* 20, when that gallant officer was shot by a rifleman, whilst mounting a howitzer on the north-east angle of the town wall, April 8th, 1799 †.

In March, 1800, after having witnessed a variety of important operations on the Egyptian coast, Mr. W. G. C. Kent was removed to the *Theseus* 74, Captain John Stiles, under whom he served at the blockade of Genoa, and returned home in the month of November following. He then joined the *Atlas* 98, Captain (afterwards Admiral) Theophilus Jones, in which ship, attached to the Channel fleet, he continued until Jan. 1802. He shortly afterwards sailed for the East Indies and New South Wales, in the *Buffalo* store-ship, commanded by his uncle, Captain William Kent; and if we mistake not, he received an order from Governor

* See Vol. II. Part I. pp. 423—430. † See Vol. I. Part I. p. 301.

Phillip Gidley King, to act as lieutenant of the same vessel, in Oct. 1805. His first commission, however, was not signed by the Admiralty until May 17th, 1809.

On the 13th of August, 1806, Commodore William Bligh, then just arrived from England, read his commission, and superseded Governor King in the command of New South Wales and its dependencies. In January, 1807, he appointed Mr. W. G. C. Kent, acting first lieutenant of the Porpoise store-ship, Captain John Putland; and in May following, to the command of the colonial armed brig Lady Nelson, then about to be employed in removing the settlers from Norfolk Island to the Derwent and Port Dalrymple. His subsequent conduct towards this young officer will be seen by the following minutes of a court martial assembled on board H. M. S. Gladiator, at Portsmouth, in Jan. 1811:—

“The Admiralty order for assembling the court-martial, dated the 31st Dec. 1810, being read, and the members sworn in, the Court proceeded upon the trial of Lieutenant William George Carlile Kent, late acting commander of H. M. ship the Porpoise, and senior officer in the command of H. M. ships and vessels on the coast of New South Wales, during the suspension of Captain William Bligh, late governor of that territory, and commodore commanding H. M. ships and vessels there, on the following charges exhibited against him by the said Captain William Bligh.

“CHARGES.

“First, That the said William Bligh having, on the 29th day of March, 1808, while such senior officer, given the said Lieutenant William Kent a commission, or order, appointing him acting commander of His Majesty's ship the Porpoise, in pursuance of which he took the command of the said ship; the said Lieutenant Kent did, on or about the 19th day of April, 1808, without any order from the said William Bligh, who was then such senior officer, or any other person duly authorized to give such order, sail with the said ship from Port Jackson, where she was then lying, and quitted his station there.

“Second, That the said Lieutenant Kent, having returned with the said ship to Port Jackson, and received a written order from the said W. Bligh, then being such senior officer, dated on or about the 30th day of July, 1808, to hoist and wear his broad pendant on board His Majesty's ship Porpoise, he did, on or about the 1st day of November, 1808, without any order from the said William Bligh, who was then such commodore and senior officer, strike such pendant, and again sail from the said port with the said ship, and quitted his station there. The said Lieutenant Kent, on the several occasions mentioned in this and the preceding article, acting

not only without the order of the said William Bligh, but in concert with, and under the order of, the persons who had with the knowledge of the said Lieutenant Kent, illegally and by force dispossessed the said William Bligh of the government of New South Wales, whereto he had been appointed by His Majesty, and usurped the government of the colony, and who then kept the person of the said William Bligh in a state of illegal confinement at Port Jackson.

“Third, That Lieutenant James Symons, who had the command of the Lady Nelson tender, and was borne on the books of the Porpoise, having been, on or about the 1st of September, 1808, ordered by the said Lieutenant Kent, then commanding the said ship Porpoise (in pursuance of directions from the said William Bligh), to join the Lady Nelson, and not having obeyed such order, but in disobedience thereto having, on or about the 13th day of April, 1808, without any authority discharged himself from and quitted the King's service, the said Lieutenant Kent being apprized thereof, did not do his endeavour to apprehend and bring to punishment the said Lieutenant James Symons for his said offence, but neglected to do so, and permitted him to sail from Port Jackson to England, with despatches from the persons who had so usurped the government of the colony.

(Signed)

“WM. BLIGH.”

“The above charges, as also Captain Bligh's order to command the Porpoise, as senior captain, and an order from him to hoist and wear a broad pendant, being read, the prosecutor proceeded to produce evidence in support of the charges.

“Mr. EDMUND GRIFFIN, *Secretary to Captain Bligh, called in and sworn.*

“Q. What situation did you hold in New South Wales?—A. Secretary to Governor Bligh, and as commodore also.

“Q. At what period, and by whom, was I dispossessed of my government?—A. By Colonel Johnstone, on the 26th of January, 1808.

“Q. Lieutenant Kent was then absent from Sydney on service?—A. He was.

“Q. How soon did he return, and call on me?—A. To the best of my recollection, on the 29th March, 1808.

“Q. Did I then communicate to him my situation, and give him any directions or not, respecting the mooring of His Majesty's ship Porpoise?—A. Governor Bligh did communicate in my presence his then situation, and directed Lieutenant Kent to go on board the Lady Nelson (tender to the Porpoise) and take care to do his duty. There was a conversation at the time on the subject.

“Q. Did I then tell him he was not to obey any orders but those he received from me?—A. Yes.

“Q. What answer did he make?—A. He said he was perfectly sensible he could not obey any orders but those of Governor Bligh, as commodore, or to that effect.

“ Q. Did I afterward send him an order, appointing him commander of the Porpoise?—A. Yes; it was sent to Major Johnstone for that purpose. He refused to deliver it, unless Governor Bligh would agree to certain terms.

“ Q. Do you know from Mr. Kent whether he received it?—A. I cannot charge my recollection. I think he did, on the next day after his taking the command.

“ Q. Did I not refuse to accede to the terms of Major Johnstone?—A. Yes.

“ Q. Did Mr. Kent, in fact, take the command of the ship?—A. The ship was down the harbour. He certainly did take the command on the 13th of April, 1808.

Q. Is this a copy of his commission?—A. Yes.

[Order to command the Porpoise read, and admitted by the Prisoner.]

“ Q. Was the ship then stationed at Port Jackson?—A. Yes.

“ Q. Did Lieutenant Kent afterwards, on the 19th of April, sail and quit that station?—A. She was half-way down the harbour, and not there next day.

“ Q. Had he any order from me for that purpose?—A. No, not to my knowledge.

“ Q. In your situation as secretary, must you, or must you not, have known it, if he had?—A. Certainly I should.

“ Q. Have you, or have you not, heard from Mr. Kent that he had no order from me?—A. I know, from conversation, he had no order from Governor Bligh.

On the Second Charge.

“ Q. Did you, on the 30th of July, deliver to Lieutenant Kent an order to hoist and wear my broad pendant?—A. An order was made out on that day. I cannot recollect whether it was delivered to him or not; or whether it was sent. I think the latter.

“ Is this the order?—A. It is a copy of it.

[Order read: the Prisoner admitted it to be a true copy.]

“ Q. Did he hoist the pendant in pursuance of the order?—A. It was flying at the time on board the Porpoise, on his return from Port Dalrymple, on the 26th of May, 1808. I went down the harbour in a boat, and saw the pendant flying.

“ Q. Did Lieutenant Kent, at or about the 1st of November, again sail from Port Jackson, and quit his station there?—A. He did.

“ Had he any order from me for that purpose?—A. No.

“ Q. Do you know, when the Porpoise sailed, whether the pendant was flying or struck?—A. The broad pendant was flying when I last saw her; the ship was under weigh at the time; I saw her from Sydney Cove. It is customary to drop down the harbour a day or two before they sail.

“ Q. Was it hoisted on board of any other ship, after the Porpoise sailed?—A. No.

On the Third Charge.

"Q. Is the signature to that letter Mr. Kent's hand-writing?—A. To the best of my recollection it is.—Letter read; admitted correct, as also the following:

"*H. M. S. Porpoise, Sydney Cove, Sept. 3, 1808.*

"Sir,—I have the honor to enclose you a copy of my letter to Mr. James Symons, together with his answer, wherein he refers me to the ship's books for his discharge; he is discharged from the Lady Nelson's books into those of His Majesty's ship Porpoise; but it was by his own order; and on the Porpoise's books he is discharged, superseded.

"I therefore beg you will be pleased to give me such instructions, as you may judge proper on the occasion, that Lieutenant Ellison may get proper receipts for the stores, that he may join His Majesty's ship Porpoise. I have the honor to remain, Sir, your most obedient Servant,

(Signed) "W. G. C. KENT."

"*To Commodore Bligh, &c.*"*

"*Sydney, September 1, 1808.*

"Sir,—I have to acknowledge the receipt of your letter of this day's date, and beg leave to refer you to the books of His Majesty's ship Porpoise, where you will see that I am discharged from His Majesty's armed tender Lady Nelson, and likewise His Majesty's ship Porpoise.

"I have further to acquaint you that I have engaged to take His Honour Lieutenant-Governor Foveaux's despatches to England, and shall be happy to carry any you may have to send to the Admiralty. I have the honor to be, &c.

(Signed) "J. SYMONS."

"*W. Kent, Esq. Commander of H. M. S. Porpoise.*"

"*Government House, Sydney, Sept. 3, 1808.*

"Sir,—In answer to your letter of this day's date, I am commanded by his Excellency Commodore Bligh, to refer you to his of the 31st ult. in addition to which I am ordered to inform you, that he has given no order for the discharge of any officer, seaman, or marine, since the 27th of May, 1807; and his Excellency directs me to observe, that the management of the ship's books, and interior management of the ship, you are accountable for to the Right Honorable the Lords Commissioners of the Admiralty. I am, Sir, &c.

(Signed) "EDMUND GRIFFIN."

"*W. Kent, Esq. &c.*"

"Q. Was any order given by me to discharge Lieutenant Symons?—A. No.

"Q. How long did Lieutenant Symons remain at Sydney, before he sailed for England?—A. I think it was in the middle of September, in a

* Acting Commander Kent's letter to Mr. Symons merely directed him to join the Lady Nelson, by Captain Bligh's orders.

ship called the *Rose* : I think the 15th. I was on board the ship the day she sailed, and saw him on board.

“ Q. Did you, at any time after Lieutenant Symons had discharged himself from the service, see him and Lieutenant Kent together?—A. I am not certain, after the 3d of September, but it was after Lieutenant Kent had taken the command of the ship.

“ Q. Was it after the day on which Mr. Symons is entered as discharged?—A. Yes it was.

“ Q. Do you know of any measure used by Lieutenant Kent to apprehend Lieutenant Symons, and bring him to trial for so discharging himself?—A. No.

Questions by the Court.

“ Q. When the *Porpoise* returned, was the broad pendant then flying?—A. I cannot say, because the ship brought to, a little way within the heads, at eight miles from Sydney; and there, Captain Porteous took command of her, by commission from the Admiralty. I saw Captain Porteous's commission.

“ Q. Do you know if Lieutenant Kent waited on Commodore Bligh on his return?—A. No, he did not : Capt. Porteous put him in arrest, on his going on board after his second arrival.

“ Q. Did Commodore Bligh acknowledge any orders, by writing, or by book?—A. I do not recollect any particular order to that effect; it was sometimes one way, sometimes another.

“ Q. At the time of the *Porpoise* sailing the first and second time, was the *Porpoise* hindered communicating with the commodore?—A. I cannot speak positively as to Lieutenant Kent being prevented; but Governor Bligh had threatening letters both from Major Johnstone and Colonel Foveaux, in case he communicated with the officers of the *Porpoise*.

“ Q. Had the prisoner attempted to communicate with the commodore, would he have been prevented access to him?—A. He did wait once on the commodore. I saw him, but the commodore did not. After he had taken the command, the commodore was fearful of seeing him, in consequence of those threats. When Colonel Foveaux arrived, on the 30th of July, he allowed communication until the beginning of September, or latter end of August; during which time, Lieutenant Kent repeatedly waited on him on various occasions : I think it was September.

“ Q. Could the prisoner at all times have communication with the commodore through you, the secretary?—A. No, he could not, on account of those threats. I frequently saw Lieutenant Kent, and was desired to impress on his mind, not to sail without his orders; but I never took it as orders from Governor Bligh, fearful what the consequence would be.

“ Q. Did the prisoner supersede Lieutenant Symons in the *Porpoise*?—A. Yes.

“ Q. Did he receive any directions from Commodore Bligh respecting

Lieutenant Symons, then or afterwards, in consequence of that letter which was read in court?—A. He did not receive any immediate directions respecting Lieutenant Symons, further than that on a letter from Lieutenant Ellison, that every officer must occupy their respective situations; and in that letter there was a copy of an order enclosed, which was given to Captain Short, to bear Lieutenant Symonds, and fourteen men on the books of the Porpoise, for the Lady Nelson tender.

“ Q. Was that subsequent to the 3d of September?—A. There was another letter from Governor Bligh, (from me,) to Lieutenant Kent, referring him to a former letter, and stating that he had given no orders for the discharges, from a certain date, which I do not recollect.

“ Q. Had the Porpoise the means of arresting Lieutenant Symons, as a deserter from the service, at any time?—A. I cannot speak positively as to that. There was a guard of soldiers went out on board the ship he went in; they did not quit the ship till she cleared the Heads, after I did. As to the shore, Lieutenant Symons was at liberty; I frequently saw him walking about.

“ Q. What was the guard on board the merchant ship for?—A. I do not know.

“ Q. In conversation you had with the prisoner, did he ever tell you, with whom he was acting in concert, in proceeding to sea without orders from his commanding officer?—A. He told me, after his arrival the first time, he went in consequence of a letter from Colonel Paterson * to Lieutenant Symons, who was then at Port Dalrymple.

“ Q. He did not tell you the second time?—A. No.

“ Q. Do you know if Captain Porteous waited on Commodore Bligh, and had his sanction to take the command of the Porpoise?—A. Yes, I do.

[Witness retired, but was called in again by Prosecutor.]

“ Q. At the time the Porpoise was prevented from communicating with me, did he associate with the parties that kept me in confinement?—A. Yes, he did.

[The prosecutor then called for the ship's books. The prisoner admitted the correctness of the monthly book, and the discharges extracted from it. By the book it appeared that Lieutenant Symons had been paid by bill and compensation, as an acting commander.]

“ Here the prosecutor closed his evidence in support of the charges, by delivering in the following paper, which was read.

“ Mr. President, and Gentlemen,—Taking it for granted that the Court will not think it right to enquire into the propriety or impropriety of the dispossessing me of the civil government of New South Wales, as that

* Lieutenant-Colonel of the 102d Regiment (formerly the New South Wales corps), and Lieutenant-Governor of the territory of New South Wales. He died on board the Dromedary, on his passage home.

is to be made the subject of investigation before another tribunal; and the Lords Commissioners of the Admiralty having directed me, in forming the charges on the present occasion, to confine myself to those points which were in breach of the naval articles of war, I have no further evidence to trouble the Court with. Should, however, the prisoner put his defence upon that ground, and the Court think it right to enter into the inquiry, they will, I trust, hereafter permit me to call witnesses in answer to any charges which may be attempted to be established against me, in justification of that measure. Until I hear what they are, it is impossible I can answer them; and to enter, by anticipation, into a general history of my government, would, I apprehend, be an unnecessary waste of the time of the Court.

(Signed)

“WILLIAM BLIGH.”

“The Court was then cleared, and after being re-opened, the Judge Advocate pronounced their decision, ‘That they could not hear any matter respecting the dispossessing Captain Bligh of the government, either on the part of the prosecutor or prisoner.’

“Lieutenant Kent then requested that the Court would be pleased to allow him till next day to prepare his defence, which being complied with, the Court adjourned till nine o'clock next morning.

SECOND DAY.

WEDNESDAY, JANUARY, 9, 1811.

“The Court having again met, Lieutenant Kent addressed the Court, and afterwards produced the following evidence and documentary proof to replc the charges :

DEFENCE.

“Mr. President, and Gentlemen of this Honourable Court,—Such have been my sufferings for two years past, from the unrelenting conduct of the prosecutor towards me, that this day of trial is become a source of inexpressible happiness.

“In general, to be arraigned as a prisoner on charges like the present, is an afflicting event to a British naval officer, yet such has been the treatment it has been my hard lot to experience, that my feelings as an accused prisoner are almost forgotten in the cheerful confidence I repose in this Honorable Court, to whom I shall humbly submit a narrative, which I trust, I am not too sanguine in believing will ensure me the favourable decision of this Court, vindicate a character unfoundedly aspersed, and restore me to the best enjoyment of a British officer,—*the good opinion of my profession*. If I am obliged, by the nature of my defence, to utter sentiments that in most cases would seem a departure from that high respect which is due to a superior officer, I feel persuaded that this Honorable Court will ascribe my observations to the necessity of the case,

created by the conduct of my prosecutor, and acquit me of the slightest intention of disrespect to the principles of subordination, or the most remote wish unnecessarily to wound the feelings even of my accuser.

“ Before I proceed to answer specifically the charges now exhibited against me by Captain Bligh, it is proper for me to state to this Honorable Court, that in November last, when the Lords Commissioners of the Admiralty gave directions for my being released from a confinement to the ship of nearly two years, I most urgently solicited their lordships would be pleased to direct Captain Bligh to exhibit his charges against me, that my conduct might be investigated at a court-martial. This request was made on the 19th of November last, as appears from my letter to the Secretary of the Admiralty, which I shall have the honour to lay before you at the close of my defence, it being transmitted to the Judge Advocate, duly authenticated. On the 4th of December *only*, (being fifteen days subsequent to my application) Captain Bligh applied for a court-martial, to try me on the three several charges now before this Court.

“ I do not mean to state that the disposition and spirit of my prosecutor did not lead him to accuse me, but I hope it may be fairly inferred from the reluctance he has shewn to bring forward the charges since my arrival in England, that some motives and apprehensions existed in his mind, which strongly inclined him to doubt the result of this day's investigation; and that he rather wished (had I been so inclined) that his oppression and my long sufferings should be sunk in oblivion.

“ It is due to myself, to mention to the Court, that I have repeatedly made respectful application to my prosecutor (before my arrival in England,) to be informed of the nature and extent of the supposed offences for which I was a close prisoner. I strengthened my application by urging the *real* grounds of it; namely, a desire to furnish myself, if necessary, with evidence from New South Wales, to repel any charges that might be adduced against me. I ventured to hope, that such an appeal to the honor and justice of a British naval officer would have experienced an ingenuous and generous reply; but my request met a different fate. The treatment I received was consistent with the severity that I have in every other instance experienced from him. My respectful application was made a mockery to my sufferings, by an answer, ‘ That I might refer myself to the 3d article of chapter 2d, section 12th, of the Naval Instructions.’ I need not tell this Honourable Court, that the clause alluded to merely enacts, that it is compulsory on the officer who shall preside at a court-martial, ‘ to take care that a copy of the charge or complaint be delivered to the person accused, as soon as may be, after he shall have received the order to hold such court-martial, and not less than twenty-four hours before the trial.’ This, the Court is aware, is only a precaution that no surprise, accident, or collusion, may prevent the prisoner from receiving an official copy of the charges on which he is to be tried.

“ In many cases, it would be utterly impossible, from the nature of the

charges, and the evidence required, to prepare for trial in twenty-four hours, or in as many days. The Court well knows that it is a debt due to honor, to justice, and to liberality, that when charges of so serious a nature have been determined to be preferred, that the nature and extent of those charges should be furnished, on a respectful application. In my case, where it was necessary that I should draw the chief of my witnesses and documents from New South Wales, I trust the Court will deem it unusually oppressive, to deny me a knowledge of my alledged offences. Fortune, however, has supplied me with those means of defence, of which the severity of my prosecutor would have deprived me. Colonel Foveaux, Colonel Johnstone, and others of my evidence, have arrived in England, and are now in attendance here.

“ I mention this fact, only to manifest to the Court, that I have been persecuted with an enmity that no offence could authorise, and, I have too great reason to believe, from motives that have little connection with the good of His Majesty’s service.

“ Having made these general observations, I shall now proceed to answer the charges in the order they stand, and I beg the Judge Advocate will have the goodness to read the first charge.

[The first charge was read.]

“ On the 29th of March, 1808, I arrived in Port Jackson from Norfolk Island and the Derwent, whither I had been previously despatched in the Lady Nelson, by Captain Bligh. On my anchoring I was informed, by a message, that he had been suspended from his functions, as governor, by Major Johnstone, the commanding officer of the New South Wales corps. I was, at the same time, acquainted, that it was expected I would not attempt to hold any communication with him.

“ As I had no connection with the superior military officer, and acknowledged no authority but that of Captain Bligh, I asserted it to be my duty to deliver to him the answers from Norfolk Island, &c. to the despatches which he had entrusted to my care, previous to the event of his being deprived of his authority. I accordingly landed in the Cove, and walked up to Government-House, with the papers in my hand.

“ Being shewn into the parlour where Captain Bligh was, I found him unaccompanied by any other person than a lady by the name of Palmer. I then informed him, that as he had given me the despatches, I considered it to be my duty to deliver the answers to him, and him *alone*. The Court may judge of my surprise when Captain Bligh refused to take them, and said, ‘ Mr. Kent, you have done your duty, but I cannot receive them; you must take them to Major Johnstone, as I have *pledged my word of honor* to him, as an *officer* and a *gentleman*, that I will not have any communication with any of the officers or men of His Majesty’s ship the Porpoise, or assume *any command whatever, until His Majesty’s pleasure* shall be known on the subject of my *arrest*; having been obliged to do so, to prevent my being closely confined to my house?’

“ Thus authorised by Captain Bligh, I proceeded to Major Johnstone with the despatches, and communicated to him, *by the particular desire of Captain Bligh himself*, that I had been at Government-House, and what had there passed. It does not become me, perhaps, to expatiate on this occurrence. The Court will here see Captain Bligh declining all authority or power, both as governor of the colony, and commander of His Majesty's ships, under a pledge of his solemn word of honor, as an officer and a gentleman, under no compulsion (as he himself stated) but to purchase an increased personal liberty, and seeking a sort of merit of the confessed surrender of his authority, by desiring I would communicate to Major Johnstone what had transpired at my interview at Government House. The feelings which arose in my mind on that occasion will occur to every member of this Honorable Court. If Captain Bligh was unjustly deprived of his authority, the proud spirit of the navy would perhaps have expected, that he would have disdained to outlive his command, and still more, that he would have spurned to negotiate for a little extension of personal liberty, by a formal recognition of his suspension, even for one hour.

“ Although there be an apparent contradiction in the evidence given yesterday by Mr. Griffin, to the statement I have now the honor to make, yet I feel a perfect assurance, before the evidence I mean to produce is closed, that this Honorable Court will be convinced that the testimony of that *solitary* witness, is, to speak in the mildest terms of it, both inconsistent and contradictory; and that his zeal to support the cause for which he has been brought forward, has induced him to throw a weight on the one scale, evidently designed to preponderate to my prejudice.

“ The subsequent conduct of Captain Bligh renders these observations a painful duty. The Court will hereafter perceive him on one day, in a solemn and formal manner, recognizing his suspension, and on another day, and in one instance, on the very same day, wantonly and dangerously asserting his authority, involving me in the most perplexing embarrassment, himself in mortifying contradiction, and, at the same time, risking the peace of the colony, by vain efforts to violate the solemn pledge he had come under, as an officer and a gentleman.

“ On the 13th of April I received a letter from Major Johnstone, inclosing a commission from Captain Bligh, appointing me commander of His Majesty's ship the Porpoise, in the place of John Putland, Esq. deceased. *In that letter Major Johnstone informed me, that although he had granted Captain Bligh permission to send me this commission through his hands, the peace of the colony, and the welfare of His Majesty's service, required that I should hold no further communication with him, either by letters or messages; and for my satisfaction and authority, he inclosed me a copy of a letter, wherein Captain Bligh solemnly pledges his word of honor as an officer, that he will not assume any command whatever until His Majesty's pleasure is known on his supercession; and*

I beg leave to read the correspondence which can be proved by witnesses."

We select the following from the letters read by Lieutenant Kent at this stage of the proceedings :

" Sydney, 19th March, 1808.

" Sir,—I am commanded by his Honor, the Lieutenant-Governor, to inform you, that the objections expressed in your letter of the 11th ultimo, against the Pegasus, occasioned him to defer making any conclusive agreement for the hire of that vessel, until her repairs should be completed, and he should be enabled by the report of experienced officers and ship carpenters, to form a correct opinion of her condition.

" A survey has, in consequence, been held upon her, and a favourable report has been made; but circumstances have arisen, which have induced her owner to decline freighting her to Government. The Lieutenant-Governor has directed me to enclose a copy of the order and report of survey, that you may be satisfied that he never entertained a thought of sending you home in an unsafe ship.

" I am further ordered to express the Lieut.-Governor's great regret, that none of the ships have arrived which you appear to have expected this month; and to inform you, that, as the winter season is advancing, he considers himself obliged to hasten your departure.

" You are aware, Sir, that the choice of means to carry this measure into effect, is extremely circumscribed, and that there is no ship in this port, on board which you and your family can be comfortably accommodated, except H. M. ship Porpoise.

" The accompanying copy of a letter to the acting-commander of H. M. ship, and that of his reply, will convince you, that there are insuperable objections to your going on-board the Porpoise, *unless, at your own particular request, and under a solemn engagement, on your word of honor as an officer, that you will not attempt to assume any command; and that you will consider yourself in arrest until His Majesty's pleasure shall be signified on your late supercession.*

" On these conditions being acquiesced in, the Lieutenant-Governor has commanded me to inform you, that a requisition shall be made to acting Captain Symons, to receive you and your family on board, and to proceed to England; but should you think it proper, or prudent, to reject this arrangement, much as the Lieutenant-Governor will regret separating you from your family, and being obliged to put you on-board a vessel, in which he cannot procure you suitable accommodation; yet a sense of duty, arising from a regard to the welfare of the colony, and the honor of His Majesty's service, leaves him no choice but that of sending you home in the ship Dart, now ready to sail. I have the honor to be, &c.

(Signed)

" N. BAYLEY, Secretary."

" Wm. Bligh, Esq."

Government-House, Sydney, March 24, 1808.

"Sir,—I have to acknowledge the receipt of your secretary's letter of this day's date, stating, 'that he is commanded by you to inform me, in answer to my letter of yesterday's date, that it has been your unceasing study, ever since I was put in arrest, to avoid saying or doing any thing towards me, at which the most scrupulous delicacy could take offence; and that when you caused to be signified, that I should be required to embark on-board the Dart, you naturally concluded I must have understood, that if the requisition was not complied with, it would most certainly be enforced: also, that he is further commanded to acquaint me, that inquiries have been made respecting the Fox, and that the result has not removed your objections to my embarking in that vessel; that, in answer to my observation, that I had expressed great regret that none of the vessels had arrived, which were alluded to in my letter of the 11th ult. he is directed to refer me to that letter, as an evidence, that the Fox cannot be considered as one of the vessels which I signified was to be expected in this month; but that I may not be led into an unavailing controversy on words, he is commanded distinctly to state again, that I shall be expected to embark on-board the Dart on the 1st of April, unless I shall prefer taking my passage in H. M. S. Porpoise, on the conditions already proposed; and that, as the time fixed for the sailing of the Dart is so short, my immediate answer is expected.'

"In reply thereto, I therefore acquaint you, that the Dart being the only vessel offered, besides H. M. S. Porpoise; and having very sufficient and satisfactory reasons for objecting to proceed in that vessel, as I shall make appear to His Majesty's Ministers, and my Lords Commissioners of the Admiralty, I do, on that account only, agree to take my passage in H. M. S. Porpoise, on the conditions prescribed by you, in your secretary's letter of the 19th inst. I am, &c.

(Signed)

"WM. BLIGH.

"To his Honor Lieut.-Governor Johnstone.

On the 31st of the same month, Commodore Bligh addressed Lieutenant-Governor Johnstone as follows:

*"***** As captain, therefore, of H. M. ship Porpoise, and commodore commanding H. M. ships and vessels in these seas, I do again request to go on-board the Porpoise, where proper accommodations can be fitted up for the officer who attends me officially from you, and with whom I engage to present myself to the first general-officer he finds it his duty to attend on, when we arrive in England.*

(Signed)

"WM. BLIGH."

"Captain Bligh," continues Lieutenant Kent, "is here seen under his own hand, in a manner the most sacred and binding on a British officer, officially and explicitly surrendering every right of command or interference in the colony, till His Majesty's pleasure was ascertained on his arrest.

"On the 15th of April, the copy of a letter from Colonel Paterson to

Lieutenant James Symons, late acting commander of the Porpoise, was transmitted to me by Lieutenant Symons, in which the colonel requests him to bring down the Porpoise to Port Dalrymple, with a supply of stores and provisions for that settlement, and to bring him up to Port Jackson, in order to his taking the government on him, during the suspension of Captain Bligh. Major Johnstone also made to me a similar request. I proceeded, therefore, in H. M. ship under my command, and arrived at that settlement on the 27th of the same month. After landing the stores, &c. I received a letter from Colonel Paterson, which I take the liberty to read.

Port Dalrymple, Van Diemen's Land, May 7, 1808.

"Sir,—I have to acknowledge the receipt of your letter, acquainting me of the arrival of His Majesty's ship Porpoise, with a supply of provisions and stores for the colony, and for the purpose of conveying me to Port Jackson; but I must inform you, that a representation from Major Johnstone, referent to the intention I had formed, causes me to protract my leaving this settlement until I am possessed of some further information necessary on the subject of it.

"I have, at the same time, to express my particular satisfaction at the alacrity with which you have complied with the request I had judged it expedient to make, for the benefit of His Majesty's service; and to inform you I shall not fail to apprise His Majesty's Ministers of the promptitude of your attention. I have the honor to be, &c.

(Signed)

"W. PATERSON."

"To Captain Kent, commanding H. M. S. Porpoise."

"On the 15th of May I got under weigh, and in dropping down the harbour, the ship unfortunately struck on a sunken rock, which misfortune, with other adverse occurrences from bad weather, but not material to my case, prevented my arrival at Port Jackson till the 26th of May.

"This service of conveying stores and provisions to Port Dalrymple is the ground of the *first charge*; and I am accused of proceeding on that voyage, without the order of Captain Bligh, or any person duly authorised to give such order. But the Honorable Court will please to observe, that I did not sail till a written recognition of Captain Bligh's suspension, under his own hand, was transmitted to me, in which he solemnly renounces any command whatever, or any interference in the affairs of the colony. Could I conceive that acquiescence in the request of the acting government, so recognised by Captain Bligh himself, would afterwards be made the vehicle of a charge, which in fact accuses me of the grossest act of insubordination? Could I, consistently with my duty, and having Captain Bligh's written recognition of his suspension in my hand, which virtually exacted from me obedience to the acting government, refuse to go to sea? What defence could I have made, had I, by such refusal, entailed serious injury on the dependant colonies? The Court will perceive, by my

conduct on a subsequent occasion, when Captain Bligh was permitted to have communication with me, how solicitous I was, under the most urgent and delicate circumstances, to pay every scrupulous obedience to any orders proceeding from Captain Bligh.

"I have now to beg the Judge Advocate will be pleased to read the Second Charge.

[The Second Charge was read.]

"On the 28th of July, 1808, the Lady Sinclair transport arrived from England, having on board Lieutenant Governor Foveaux, who the next day took on himself the government. On that occasion, Captain Bligh requested to have communication with the officers of his Majesty's ship the Porpoise, which was complied with.

"The next day I waited on Captain Bligh, when he began to abuse me in a most approbrious and unofficer-like manner. It is impossible for me to describe, in adequate terms, his language, tone, and manner. No one who has *not* been under the command of Captain Bligh, can form a just notion of the style of abuse I suffered, for not having, as he termed it, reinstated him in his government. He told me, with extreme violence, if I knew my duty, I would begin and blow down the town of Sydney about the ears of its inhabitants, until they gave him up the command of the government. Astonished to hear this language from the very person who refused to receive the dispatches I brought him, and who had explicitly assured me he had solemnly pledged his word of honor as an officer, in no way to interfere in any command till His Majesty's pleasure was known, and from whose hand a written pledge had been shewn me to the same purpose, I scarcely knew how to proceed. I answered, however, 'That as to blowing down the town of Sydney, I was sorry to differ from him; but that, under the existing circumstances, combined with the solemn pledge he had assured me he had stipulated with the acting government, and of which I had, as already mentioned, been furnished with an official copy, I could not conceive it my duty, without positive instructions or authority in writing, to attempt an act that would inevitably sacrifice the lives of so many innocent persons, and would destroy so much public and private property.' Captain Bligh then flew into a more violent rage, and *emphatically* told me, that some day or other he would make me repent not knowing my duty. I have, indeed, since found, that no time nor reflection, nor my most studious precaution to avoid offence, could alter his determination, or diminish his resentment.

"It will not fail to be remembered by this Honorable Court, that although Captain Bligh made this unexpected, unprovoked, and, I trust, unmerited attack on me, on the ground of my not blowing down the town of Sydney, he had never given me either verbal or written orders to such an effect; but that, merely in a paroxysm of rage, while he had been indulged as a prisoner, to have communication with me, he availed himself of that opportunity to upbraid me with not having voluntarily committed an act of

violence, which, had I attempted to put it in execution, this Court and the public would have considered as an act of insanity, as can easily be substantiated, if necessary, by respectable witnesses in attendance.

“ The Court would perhaps almost doubt that such a proposition was ever made to me by Captain Bligh, and I should have been unable to prove it, farther than by my solemn assertion, on the honor of an officer, as on many such occasions he cautiously spoke to me, and vented his abuse when no witness was present : but it happens fortunately for me, and for the satisfaction of the Court, that Captain Porteous, of His Majesty’s ship the Porpoise, who is in attendance, can prove, that Captain Bligh made a proposition to him also to blow down the town of Sydney, and that he not liking, in so serious a case, to trust to the verbal order of Captain Bligh, requested written instructions, but from which request the prosecutor shrunk. I was, after this interview with Captain Bligh, permitted to have occasional communication with him, until the 16th of September, when he informed me that Lieutenant-Governor Foveaux was going to put an end to all intercourse between him and the officers of the Porpoise, for the purpose of sending her to Port Dalrymple, and he asked me if I would go to sea without his orders. I answered, ‘ Certainly not, Sir, if it be your wish.’ We then walked out before the house, and I purposely continued to speak on the subject of all communication being broken off between him and the Porpoise ; and I submitted to him the propriety of his giving me written instructions for my government. The Court may conjecture my astonishment, when he replied, ‘ Captain Kent, you know I have solemnly pledged my word of honour, that I will assume no command until His Majesty’s pleasure is known on my supersession.’ Notwithstanding this, it is proper to state, that Captain Bligh, but a few days before, gave me a written order to fit the ship with the utmost despatch for him to proceed in her to England !!!

“ In corroboration of this fact, I beg leave to read the correspondence which took place between Colonel Foveaux, Captain Bligh, and myself, on the subject.

“ *Head-quarters, Sydney, 17th September, 1808.*

“ Sir,—I inclose you a copy of a letter from Captain Bligh, by which you will perceive he professes an intention not to proceed to England, and in which he refers *v.e* to you, as commander of His Majesty’s ship Porpoise. I have to acquaint you, that I have found myself under the necessity of forbidding Captain Bligh to hold any further intercourse with you, or any of the officers, or persons under your command, this being the only alternative I have left to prevent the Porpoise and the Lady Nelson from being kept altogether useless to the colony, for whose service you, Sir, must be aware they are entirely intended.

“ After this communication, I presume it will only be needful to request you will immediately give orders for the Lady Nelson to proceed to the

COMMANDERS.

Coal River, to perform the service specified in my letter to you of the 1st instant. I have the honour to be, &c.

(Signed)

“ J. FOVEAUX.”

“ *Captain Kent, H.M.S. Porpoise.*”

“ *Government House, Sydney, Sept. 16, 1808.*

“ Sir,—In reply to your letter of yesterday, I have to inform you that it is my intention to remain in the colony until His Majesty's pleasure shall be known.

“ His Majesty's ship Porpoise has Captain Kent to command her, and if you prevent me of communicating with him, I, in my present situation, cannot prevent it.—I am, Sir, &c.

(Signed)

“ W. BLIGH.”

“ *Lieutenant-Colonel Foveaux.*”

“ *H.M.S. Porpoise, Sydney Cove, Port Jackson, Sept. 18, 1808.*

“ Sir,—I cannot but express my astonishment at your having, so short a time back, permitted Commodore Bligh to have communication with His Majesty's ship Porpoise, and to take upon himself the command of her; and in your letter of yesterday's date to me, signify that there shall be no further communication between him and me, nor any of the officers or persons under my command.

“ I beg to inform you, that I received an order from Commodore Bligh (which he has not yet countermanded) to fit out His Majesty's ship Porpoise for sea with all possible despatch, for the purpose of conveying him to England; and I am sorry that, never having received the stores I applied for, it has not been in my power to complete fitting out the ship, as was intended.

“ I further beg leave to inform you, that as there has been no officer appointed to the command of the Lady Nelson since I left her to join His Majesty's ship Porpoise, on promotion, except at the time the Porpoise was heaving down, judging it for the benefit of His Majesty's service, I thought proper to spare Lieutenant Ellison to command her on a voyage to Hawkesbury, for grain; but as His Majesty's ship Porpoise is now nearly in a fit state for sea, I have ordered Lieutenant Ellison to join her again, to do his duty as acting lieutenant accordingly.—I am, &c.

(Signed)

“ WM. KENT.”

“ *His Honor Lieutenant-Governor Foveaux, &c. &c.*”

“ *Head-quarters, Sydney, Sept. 19, 1808.*

“ Sir,—As I am of opinion that my entering, at this peculiar juncture, into further explanation of my motives for restraining Captain Bligh from holding any official communication with yourself and the officers of the Porpoise, would retard, rather than facilitate the object of His Majesty's service, I think it advisable to decline any such discussion.

“ Notwithstanding the orders you have received from Captain Bligh, to

prepare the Porpoise to convey him to England, I presume the copy of his letter that I inclosed on the 17th inst. will have convinced you that he has no intention of leaving this colony; and I persuade myself, that your zeal for the public service will induce you to concur with me in the adoption of such measures for the future employment of His Majesty's ship now under your command, as the necessities of the dependant settlements may require.

"The demands you made on the 13th inst. have not as yet been complied with, because some of the articles are not in the stores; and there are points respecting others upon which I am desirous to inform myself.

"Referring to your notification of the removal of Lieutenant Ellison from the Lady Nelson, I hope an officer qualified to command her may be immediately appointed, that the colony may be no longer deprived of her services; and I beg again to repeat my request, that she may be despatched as soon as possible to Newcastle. I have the honour, &c.

(Signed)

"J. FOVEAUX."

"Captain Kent, H.M.S. Porpoise, &c. &c."

"His Majesty's Ship Porpoise, Sydney Cove,
Port Jackson, Sept. 19, 1808.

"Sir,—In consequence of having received a letter from you of this day's date, I beg to inform you, that, as I cannot have any communication with Commodore Bligh, and as it appears by your letter that he has no intention of proceeding to England at present in His Majesty's ship under my command; that my zeal for the benefit of His Majesty's service, induces me to comply with your request, although in the peculiar circumstances I am at present placed in. At the same time, I have to observe, that it was always my wish and study to facilitate His Majesty's service as much as lay in my power; but while Commodore Bligh had communication with His Majesty's ship Porpoise, I could not act otherwise than by his directions.

"I shall send an officer from His Majesty's ship to take charge of the Lady Nelson; but should His Majesty's ship proceed to sea on any particular duty that His Majesty's service may require, I shall be under the necessity of recalling the officer lent, as she is not sufficiently provided with officers to carry on the duty. I am, &c.

(Signed)

"WM. KENT."

"His Honor Lieutenant-Governor Foveaux, &c. &c."

"This conduct, so irreconcilable either with open and avowed command, or a formal surrender of authority, placed me in the most distressing predicament. To act under orders which the person who gave them would not avow, or even commit to writing—to act under orders which the person who gave them declared to me were a violation of his word of honor, solemnly pledged, and even given under his hand, was a situation in which, I think, no other British officer was ever placed. Had it been consistent with my duty and character so to have dissembled my

knowledge of the written pledge, formally delivered by Governor Bligh to the acting government, he had himself put an end to any doubt, by desiring me, when he refused to take the despatches I brought from Norfolk Island, to inform Major Johnstone that such refusal had taken place, and that Governor Bligh wished me to state, his conduct arose from the engagement he had entered into that he would assume no command, nor in any manner interfere in the affairs of the colony.

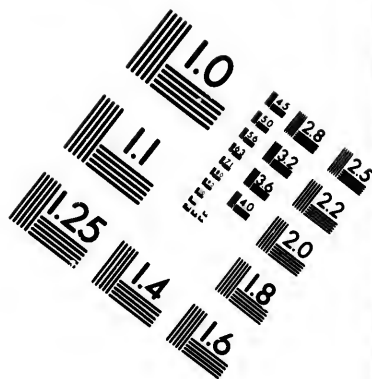
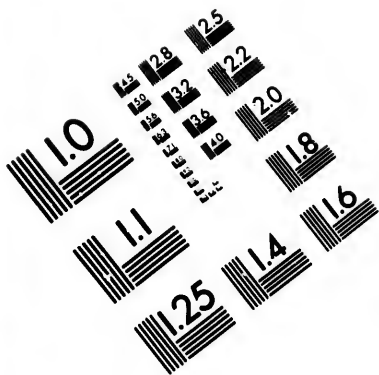
“ I appeal to this Court, whether this recognition of his suspension, contrasted with clandestine efforts to gain possession of his lost authority, in utter breach of his public pledge, was not calculated to destroy all my confidence in Captain Bligh, and to warrant me in requesting either written instructions, or orders in the presence of such witnesses as might hereafter be called in my vindication. Had I, from mere desultory and unattested suggestions of Captain Bligh, fired on the town of Sydney, and its inhabitants, or had I refused to convey provisions to Port Dalrymple, to relieve the pressing wants of His Majesty's subjects there, and my conduct had been offensive to my sovereign, what defence could I have urged to vindicate my character? How could I, without an order to produce from Captain Bligh, have exculpated myself? or how could I have excused myself for neglecting the official and *pressing* applications for my assistance, from the acting government?

“ This Honorable Court will do me the favour to remember, that when Captain Bligh asked me if I would proceed to Port Dalrymple without his order, I instantly told him, ‘ No, certainly, if he wished otherwise :’ yet Captain Bligh abstained from giving me any order, and positively refused to give me written instructions.

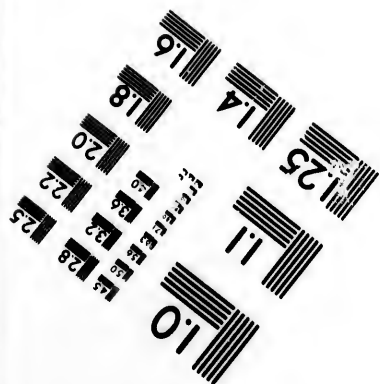
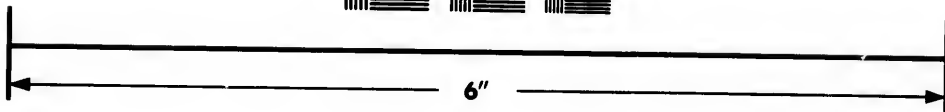
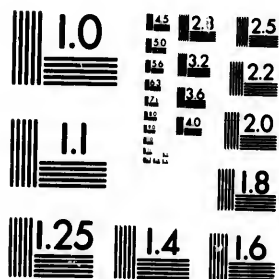
“ I have since learned, indeed, that Captain Bligh transmitted his wish through Lieutenant-Governor Foveaux, but that wish was not only not then conveyed to me, but I was utterly ignorant of its existence until after my return, when I was put under an arrest; and of this fact Captain Bligh was apprised by a letter from Lieutenant-Governor Foveaux, on the 26th of October, 1808. Yet is my sailing to Port Dalrymple, this *second* time, made the chief ground of my trial, after a rigorous and close confinement of almost two years.

“ As Lieutenant-Governor Foveaux has done me the favour to attend here as a witness, the Court will learn from him, most distinctly, that the letter he received from Captain Bligh, forbidding me to leave the Cove, never reached me. Colonel Foveaux will also inform the Court, that as Captain Bligh had solemnly pledged himself, on the honor of an officer, not to interfere in the affairs of the colony until His Majesty's pleasure was known on his arrest, that he considered such an order, issuing from Captain Bligh, as a direct violation of his pledge, and therefore deemed himself at liberty to suppress it. But the motives which actuated Colonel Foveaux, he will, if necessary, explain. All I wish is, to prove that the order never reached me, and that Captain Bligh, if he did not distinctly





**IMAGE EVALUATION
TEST TARGET (MT-3)**



**Photographic
Sciences
Corporation**

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

0
16 18 20 22 25 28 32 36

10
11 12 13 14 15

collect that fact from Lieutenant-Governor Foveaux's letter, might at any time have ascertained the true state of the case. If I may be permitted to draw any inference from the suppression of that order by Lieutenant-Governor Foveaux, it warrants me in saying that he knew, if I had received that order, that I should have obeyed it, although under such peculiarly delicate circumstances.

"The Court will please to keep in view, that one of the principal motives for Lieutenant-Governor Foveaux's permitting Captain Bligh to hold communication with me, was the idea Captain Bligh held forth, of his serious intention to proceed in the ship to England; but this, as will appear, like other matters, was mere delusion on the part of Captain Bligh.

"In one of Captain Bligh's standing orders, of the 26th of August, 1806, two commissioned officers of His Majesty's ship Porpoise are directed to attend, as members of the criminal court, (on the application of the Judge Advocate) and to sit as the law directs.

"Lieutenant Governor Foveaux having directed a criminal court to assemble, I was requested to sit as a member of it. I waited on Captain Bligh, when he directed me, *verbally*, that I should not sit on any criminal court. As soon as I retired, I addressed a letter to him "*on service*," informing him that a precept had been sent me, for my attendance as a member of a criminal court, and requesting to be informed if I should obey his order of the 26th of August, 1806.

"I received a letter, in answer, to acquaint me, 'that when I saw *his name* to a precept, I was to obey that order; but not before.' In this dilemma, I addressed the Judge Advocate, and informed him I could not attend, in consequence of orders I had received, until Captain Bligh's name appeared on the precept. Lieutenant-Governor Foveaux immediately wrote to Captain Bligh, to know how he came to issue such an order. The Court will scarcely credit the *fact*, but Captain Bligh *positively denied* that he had given any order of the kind, and that he had left it to my own discretion to sit or not, as I chose. Captain Bligh's letter was transmitted to me by Lieutenant-Governor Foveaux, and I was reduced to the painful necessity of vindicating myself by the incontestible proof of Captain Bligh's disregard of accuracy. I will not give it a harsher name. I immediately inclosed to Lieutenant-Governor Foveaux Captain Bligh's letter, in which the *denied* order is explicitly given *on that very day*.

"I leave this fact to make the impression it cannot fail to do on the minds of this Honorable Court. I mention it as a fact I can distinctly prove, to manifest to the Court that some parts of Captain Bligh's conduct created my anxiety to act from his orders, either written, or such as I could prove by witnesses.

"I abstain from mentioning other acts which equally impaired my confidence in Captain Bligh, because I will state nothing of which I am deprived of the proof.

"After a passage of six days, I arrived at Port Dalrymple on the 7th of November, and having landed the provisions and stores, I took on board Lieutenant-Governor Paterson, with whom I arrived on the 31st of December. It is on the commencement of this voyage that I am accused of striking Captain Bligh's broad pendant. But as no evidence has been brought forward to support it, the charge requires no answer; nor shall I trespass farther on the time of the Court, than to say, that the pendant never was struck by my order, except when the ship was at sea, when, according to the usage of the service in like cases, it was hauled down, and on her return to port again, was immediately re-hoisted.

"On the 1st of January, 1809, Captain Porteous of the navy, (who had arrived from England on the 15th of November) came on board, read his commission, and superseded me. He informed me, that having arrived during my absence, he had been permitted to communicate with Governor Bligh, and he had received his orders to acquaint me, I was to consider myself under arrest. From that day, until the 15th November, 1810, I remained in arrest, and for thirteen months was confined a close prisoner to the ship; nor did I know the nature even of the charges, until my arrival at Portsmouth on the 1st of this instant January.

"Surprised at the severity of my imprisonment, so unusually rigorous, I made respectful and repeated applications to be apprised of my supposed crimes, that I might be prepared for my defence, in case of a court-martial, or that I might attempt to remove any misconception, which had caused my confinement. Under so long a privation of common exercise, and feeling the hardship of my situation, with all the anxiety of a British officer so disgraced, my health gave way, and I became so emaciated, that I found it necessary to request a medical survey, to entitle me to the indulgence of exercise. The Court will be surprised to hear, that in violation of all rules and precedents, and in total disregard of common humanity, I was denied the survey I, for such urgent reasons, earnestly solicited; and it is probable I owe my present existence only to a naturally strong constitution.

"I have now to request the Judge Advocate will be pleased to read the third charge.

[The third charge was read.]

"As to this third charge, I am at a loss how to shape my defence, as I cannot, from its language, form any accurate idea of my offence. The acting government, with the knowledge of Captain Bligh, find it expedient that His Majesty's Ministers should be forthwith apprised of the *important* occurrences that had taken place in the colony. Lieutenant Symons having signified his desire to return to England, was entrusted with the government despatches, in the *Rose*, a merchant vessel.

"I neither deemed it my duty, nor for the good of His Majesty's service, to interfere in an arrangement that seemed so vitally essential to the

welfare and interests of Captain Bligh himself, and of a nature so imperiously necessary for the tranquillity of the colony, and the early interposition of His Majesty's Government. Had Captain Bligh sent me an order to prevent the sailing of Lieutenant Symons, peculiar as my situation would have been, I should have felt it my duty to obey his commands, even although he had so publicly and solemnly renounced any interference or authority, because the production of such order, though it might have deeply impeached the honour of Captain Bligh, would have been my vindication as an inferior officer.

" I solemnly protest to the Court, that I acted under a firm belief that Captain Bligh was privy and consenting to the arrangement.

" As to Lieutenant Symons having discharged himself from His Majesty's service, I have only to state, that he was my senior officer, and this circumstance, alluded to in the charge, took place before I joined the Porpoise, as will appear from the muster-books produced; and so far from the Admiralty being dissatisfied with Lieutenant Symons's conduct in this respect, he was ordered to receive his pay by bill and compensation, as marked in the muster-books; besides, he has, ever since his arrival in England, been employed, and he is now one of the lieutenants of the Vestal frigate.

" These are the observations which I have deemed it my duty to offer to the Court, to repel the charges this day brought against me, and to vindicate my character from the imputation which a long and rigorous confinement of *twenty-three months* would naturally raise. Having never before sustained the slightest accusation, though I have been in the service from ten years of age, I am unaccustomed to the duty of defence, but I am well aware, that in the honor and justice of this Court I may repose with greater confidence, for the assertion of my innocence, and the vindication of my character, than in any talent or ingenuity, or experience, which I could have possessed.

" My services, with few exceptions, have been of a humble, but I would hope, of a meritorious kind. But that I am taught by the principles of my profession, cheerfully and zealously to do my duty wherever called, I should perhaps be forgiven by this Court, for venturing to lament that *nine years* of the best period of my life have been consumed in New South Wales. When I remember that I served as midshipman on board the Tigré, with Sir William Sidney Smith, and had the happiness of being a humble associate in the defence of St. Jean D'Acre, being quartered on the walls of that place, I hope the Court will pardon my uttering the language of regret, that upright intentions and honest zeal in a most critical crisis in New South Wales, should have exposed me to the privations, sufferings, and imputations which this prosecution has entailed upon me.

" Though the reputation of a British naval officer is the pride and best possession of his life, yet I cannot feel insensible, also, to the affectionate anxiety of relatives, whose lives have also been entirely devoted to the service,

nor to the kind solicitude of all who know me. From my cradle, my only ambition has been to live and die in the service of my sovereign with an untainted reputation: the best efforts of my head and heart have been exerted to attain that end. Governor Bligh has been pleased to attack my character with charges of a nature, which, if established to the extent of his unfavorable constructions, blasts my best hopes, and obscures every prospect in life. In this Court I repose my honor and reputation, with a perfect confidence, arising from a consciousness of innocence. I eagerly and anxiously sought the investigation of this day, and I look with confidence, but with the deepest respect, to the event of your decision.

(Signed)

“W. G. C. KENT.”

“*H. M. S. Gladiator, 9th Jan. 1811.*”

“*Mr. EDMUND GRIFFIN sworn, and examined by the Prisoner.*

“Q. During the period of Captain Bligh's arrest, had you any opportunity of conveying to me Captain Bligh's orders and wishes?—A. Not until the 30th of July; I conveyed his wishes in conversation, as from myself.

“Q. Did you ever communicate any orders to me from Captain Bligh, as to the line of conduct I was to pursue, as acting commander of the Porpoise?—A. No, I did not: I was cautioned by Governor Bligh not to mention it as coming from him.

“Q. What prevented you from conveying those orders?—A. Governor Bligh considered Mr. Kent so very intimate with the persons who had him in confinement, that he concluded he would communicate all orders received from him.

“Q. Could Captain Bligh, at almost any time, have come on board, and assumed the command of the ship?—A. No.

“Q. Being, as you were, in the confidence of Captain Bligh, inform the Court (if you are acquainted with them) what his reasons were for not giving me either verbal or written orders for my guidance, in the peculiar circumstances I was placed in, when, to your knowledge, those orders and instructions might have been safely conveyed to me.—A. I apprehend they might have put him into closer confinement, or removed him from Government-house.

“Q. Has Captain Bligh given you the usual and necessary certificates to enable you to receive the pay due to you, while serving under his command?—No, not the whole of them.

“Q. Have you ever applied to him for them?—A. Yes.

“Q. What reason did he assign for refusing to comply with your request?—A. He said that they could be of no use to me at present, as he was not ordered to be paid as commodore yet, and I could not be paid until he was, as his secretary.

“Q. Has not Captain Bligh told you that you must wait until after the court-martial was over, or promised to give them to you at that period, or words to that effect?—A. No; he spoke generally to me, saying, there

were a number of things to do yet, and a number of papers to complete, which I had not done. I said, of course, I would do them, if there were any.

“Q. Have you not mentioned to your friends, that Captain Bligh expressed his satisfaction at the Porpoise going down to Port Dalrymple?—A. No, never.

“Q. You have sworn, in your evidence of yesterday, that you were present when I waited on Captain Bligh, on my return from Norfolk Island, on the 29th March, 1808; was any other person present?—A. There was a lady or two present—Miss Palmer and Mrs. Putland.

“Q. You saw me offer the despatches I had brought with me to Governor Bligh?—A. Yes.

“Q. Did he receive or reject those despatches?—A. He did not receive them; he gave Mr. Kent permission to deliver them to Major Johnstone, considering them relative to the settlers being removed from Norfolk Island, and as he had not the power to attend to any application or request.

“Q. You have given in evidence, on the prosecution, that Captain Bligh had peremptorily refused to subscribe to the conditions prescribed to him by Major Johnstone?—A. I have, to those that were inclosed in Major Johnstone’s letter to him, in reply to Commodore Bligh’s, inclosing Lieutenant Kent’s acting commission.

“Q. As that letter contains an unequivocal pledge that Captain Bligh will comply with the conditions prescribed to him by Colonel Johnstone, in his letter dated the 19th of March (alrcady read), explain to the Court your inducement for swearing before the Court yesterday, that he had given no pledge?—A. I believe I have said, that he would not subscribe to the conditions in Colonel Johnstone’s, in answer to Captain Bligh’s letter, inclosing Lieutenant Kent’s commission; Lieutenant Symons, who had appointed himself, had the command of the Porpoise at that time; the letters read are of a date antecedent to that I alluded to.”

[The letter from Commodore Bligh to Lieutenant-Governor Johnstone, dated the 24th of March, 1808, was shewn to the witness.]

“Q. In whose hand-writing is the body of that letter?—A. In mine.”

[Captain Bligh consented to a copy of a letter from N. Bayley being read as evidence, he not having the original by him.—Letter read.—Witness’s former evidence read to him.]

Examined by the Court.

“Q. Were the customary papers, or log, on the ship’s return to port, given to Commodore Bligh by Lieutenant Kent?—A. No, there were no papers of that kind delivered.

“Q. Were they demanded?—A. No, I do not think they were. If I recollect right, there was a conversation as to the state of the vessel.

“Q. Did the commodore, on that occasion, give any directions as commodore of the squadron?—A. He gave him directions to keep himself separate from the persons who had him in confinement; and, as I have said before, not to obey any orders but his.

"Q. Did Captain Bligh open the despatches that were offered him by the prisoner, before he ordered him to deliver them to Major Johnstone?—A. They were directed to him as Governor Bligh, and he did not open them.

"Q. As the commodore sent Lieutenant Kent's acting order through Major Johnstone, did he consider *that* the only channel of communication with the ships of war that was open to him?—A. He did, at that time, certainly.

"Q. Was the intention with which the prisoner left Port Jackson, on the second occasion, never made known to Commodore Bligh, previous to his sailing?—A. It was, by Major Johnstone and Colonel Foveaux, by letters.

"Q. Could the prisoner, at that time, communicate with the commodore through any other means?—A. The communication went through Major Johnstone and Colonel Foveaux. The commodore was himself prohibited from communicating with the prisoner; as it would have been dangerous for him to have done it. I have mentioned before that he did call once, and I spoke to the wrong time: I think I said he called after he received his commission; but it was before the correspondence with Major Johnstone respecting his commission. I do not think the prisoner could communicate, except through them (Major Johnstone and Colonel Foveaux).

"Q. Was it the commodore's intentions, at the time, that Lieutenant Symons should be arrested?—A. I cannot speak as to his intention, but he then expressed to me a wish that he should be arrested.

"Q. Was that wish of the commodore's made known to the prisoner, prior to the time of Lieutenant Symons leaving the colony?—A. I do not recollect that it was, any farther than the letters I have referred to.

"Q. From the state of the colony, and the peculiar circumstances in which Lieutenant Symons left it, do you think the prisoner could have arrested him, if he had been ordered so to do?—A. I really cannot say: I do not know if there would be any resistance, or not, as there was a guard on board.

"Q. Between the end of July and November, when the commodore was allowed to communicate with the ships of war, did the prisoner wait on Captain Bligh, from time to time, to receive his orders?—A. He did.

"Q. If the commodore had directed you to convey to the prisoner any order, either verbal or in writing, had you the means of doing so, between the period of his taking the command of the Porpoise and his *first* sailing from Port Jackson in that ship?—A. Yes.

"Q. Could you, at any time, have conveyed such orders between the 26th of May and her *second* sailing, under the prisoner's command?—A. I could.

"Q. Had you free access to the commodore at all times, to receive his orders between those dates?—A. Yes.

"Q. Who was the senior officer, Lieutenant Symons, or Lieutenant Kent?—A. Lieutenant Symons was by acting order; it was not known whether either of them was confirmed.

“ Q. Did Captain Bligh enter into any agreement with those that had put him into confinement, not to interfere with the ships of war under his command?—A. No further than by the letter dated the 19th of March, 1808, (already read).

“ Q. After the commodore received the communication of the intended sailing of the Porpoise, could you have communicated any contrary orders to the prisoner, had he been disposed to have given them?—A. Yes.

Questioned by the Prosecutor.

“ Q. What were the conditions required by Colonel Johnstone, when I transmitted Lieutenant Kent's commission? are they contained in this paper?

“ *Sydney, 30th March, 1808.*

“ I am directed by his Honor the Lieut.-Governor, to wait upon you, Sir, and acquaint you, that, after considering your letter of this day's date (inclosing an order to Lieut. William Kent, to take upon himself the command of H. M. S. Porpoise), that his Honor will cause that order to be forwarded to Lieutenant Kent, provided you think it proper to subscribe the following conditions:—*First*, That you will not hereafter attempt to plead your having been permitted to give Lieut. Kent an order to assume the command of H. M. S. Porpoise, as a precedent, which can justify you in giving any future orders respecting H. M. S., until His Majesty's pleasure shall be known. *Secondly*, That you will write to Lieutenant Kent a letter (to be transmitted to him by his Honor the Lieutenant-Governor), wherein you shall pledge your word of honor as an officer, that you will not, after your embarkation on board His Majesty's ship Porpoise, assume any command, or consider yourself in the said ship otherwise than as a passenger, subject to the restraint of the military arrest in which you have been placed by his Honor the Lieutenant-Governor.

(Signed)

“ N. BAYLEY, Secretary.

“ A. These are the conditions.

“ Q. Is that the hand-writing of Mr. Bayley? [letter shewn.]—A. It is.

“ Q. To the best of your knowledge, were you present at every conversation between the prisoner and me, whilst I was a prisoner?—A. I was.

“ Q. Did I not, after his first return from Port Dalrymple, order Lieutenant Kent to obey no orders except those he received from me?—A. Yes.

“ Q. In what manner, between the 25th of October, when I received Colonel Foveaux's letter, could I have communicated to Lieutenant Kent any orders from me?—A. I could have done it, personally.

“ Q. Was all communication at that time stopped?—A. I mean to say that Governor Bligh was prevented by threats thrown out. I could have done it in any way. I was under no restriction.

Examined by the Court.

“ Q. Do you know whether the prisoner considered himself under the

orders of the commodore, during his confinement, until Captain Porteous, took the command of the ship?—A. Yes, I conceive he did. He told me, that when he arrived again, he should hoist the broad pendant, which he did, as he considered himself under the commodore's orders. He also said, that when he took the command of her, she was half-way down the harbour; he considered her in a manner almost at sea. She had the long pendant flying.

“Q. Was the morning and evening gun fired from the ship?—A. It was fired shortly after the 30th of July until his sailing; there was a letter from him to that effect, to know if it should be done. I do not think there was any omission. A letter was sent in answer to his, that the naval instructions were to be his guide.

“Q. Do you know of any disobedience on the part of the prisoner to the orders of the commodore, after you saw the broad pendant hoisted on board the Porpoise?—A. To his verbal orders, directing him not to sail after the 30th of July.

“Q. After Captain Bligh was put under an arrest, does it come within your knowledge that he ever interfered or remonstrated with the then existing government for the liberation of the commodore?—A. No, not to my knowledge; but he told me he had made frequent application for communication, and that once Colonel Johnstone had even threatened to supersede him; which I ridiculed.

“Q. As the prisoner never had official communication with the commodore, and never received any orders through any other medium, during the commodore's arrest; would, in your opinion, the not complying with the wishes of his employing His Majesty's vessels, have involved the colony in difficulties?—A. No, I do not; with his not going for Colonel Paterson, if that could be called a difficulty, as that was the reason assigned.

“Q. As you never officially communicated any orders from Captain Bligh, while under an arrest, had the prisoner sufficient reason to suppose that Captain Bligh, in his situation at that time, had given up his command, or acquiesced in his suspension, previous to the 30th of July, when communication was admitted?—A. No, he could have no other reason than what those letters of Commodore Bligh conveyed, as I conceive.

“Q. Were any orders given by Commodore Bligh during the time the communication was open, from the 30th of July to the 15th of September?—A. Yes.

“Q. If the prisoner suspended the operations of the men of war, after the confinement of Commodore Bligh, would it have involved the colony in difficulties?—A. From the little knowledge I had at that time of the existing government proceedings, I cannot say more than I have done.

“Lieutenant-Colonel JOHNSTONE, of the 102d Regiment sworn, and examined by the Prisoner.

“Q. When I arrived in His Majesty's armed tender, Lady Nelson, on

the 29th of March, 1808, did I, to your knowledge, wait on Captain Bligh?
—A. Yes, you did.

“On that day, did I bring you the despatches, which I brought from Norfolk Island and the Derwent, and acquaint you that I had seen Captain Bligh, and that he had ordered me to bring the despatches to you; and that he had desired me to inform you, for your satisfaction, of the particulars of the conversation I had held with him, as he had pledged his word of honor, as an officer and a gentleman, not to assume any command, or have any intercourse with the officers and crew of the Porpoise?—A. You did.

[This question was objected to by the prosecutor, as too general.]

“Q. When you sent me my warrant, on the 12th of April, 1808, from Captain Bligh, appointing me acting commander of His Majesty's ship Porpoise, did you inform me, that the peace of the colony, and the welfare of His Majesty's service, required that I should have no further communication with Captain Bligh?—A. I did. He promised me, in writing, that he would have no communication with the ship; but before that, he stated to me, that he resigned all authority into my hands, and said, he was very much obliged to me for the very handsome manner I had carried it into execution, and conveyed to him the wishes of the inhabitants.

“Q. To your knowledge, was Captain Bligh ever released from that pledge which he had entered into?—A. Never, to my knowledge.

“Q. Did His Majesty's service absolutely require that His Majesty's ship Porpoise should take down a supply of provisions and stores to Port Dalrymple, and bring Lieutenant-Governor Paterson to head-quarters?—A. Certainly it did.

“Q. Could any other vessel have been taken up, to carry down stores, and bring up Colonel Paterson, without government incurring an enormous expence?—A. No certainly, there could not: we must have hired the vessels from the merchants there.

“Q. If I had refused to comply with your requisition, would you have endeavoured to compel me?—A. Certainly I would, by stopping all supplies of provisions to the Porpoise, from the store.

“Q. Did you ever attempt to give me any orders?—A. No.

“Q. Was the service of the Porpoise obtained by requisition, agreeable to the etiquette of the naval service?—A. By requisition.

“Q. Did you ever threaten to supersede me?—A. I cannot call it to my recollection.

“Q. When Lieutenant Symons left the Porpoise, on my taking the command, would you have prevented me from arresting him?—A. No.

“Q. Did you ever interfere in the command of the Porpoise?—A. Never, to my knowledge.

“Q. Did Captain Bligh give any, and what pledge?—A. The pledge he gave was in writing, contained in a letter of the 19th of March, 1808, from Mr. Bayley, my secretary, to Captain Bligh, and Captain Bligh's answer of the 24th March.”

[Lieutenant Kent produced his letter-book, and shewed a letter, which he requested the witness to look at, and say if ever he received it.—Answer, He did.—The letter read.]

“*H. M. S. Porpoise, 14th April, 1808.*”

“Sir,—I received yours of the 12th inst. enclosing my warrant from Commodore Bligh to command His Majesty’s ship Porpoise, and acquainting me that I am not to have any communication with him, by letters or messages, as the welfare of the colony and His Majesty’s service require it. I should be sorry in anywise to act in a manner displeasing to you, or derogatory to the character of a naval commander; but as I consider Commodore Bligh the only person in this colony who can regularly give me orders respecting the ship, and as he is borne on the ship’s books, and I am in want of officers to carry on the ship’s duty, I request to be allowed permission to consult him on those points, as he is the only person who can appoint officers to the ship in this colony, or to give me instructions how he is to be borne on the ship’s books in future. I have the honor to remain, &c.

(Signed) “W. KENT.”

“*His Honor Lieutenant-Governor Johnstone, &c.*”

“Q. Did you answer that letter?—A. I do not recollect.

Examined by the Court.

“Q. During the commodore’s confinement, did the prisoner receive any orders from you?—A. No.

“Q. Had the prisoner refused to comply with your requisition, for the service already specified, what consequence might have been produced to the colony from such refusal?—A. The greatest distress imaginable: they were in want of stores of all kinds, slops in particular.

“Q. What means had you of counteracting such effect?—A. I had no other than that of hiring ships, at a very heavy expence to government.

“When Lieutenant Kent received those requisitions, did he express a wish to communicate with Commodore Bligh on the subject?—A. I cannot recollect.

“Q. From the state of arrest in which the commodore then was, would such communication have been admitted?—A. If he had wanted to speak to the commodore, I should not have hindered him.

“Q. Did you understand, from the papers already read in Court, that the commodore resigned all naval command, while he remained in the colony?—A. I certainly did, in the fullest manner.

“Q. Did you ever forward any letter from the prisoner to the commodore, during his confinement?—I do not recollect that I ever did.

“Q. You have said that you would not have supplied the Porpoise with provisions, if Lieutenant Kent had not complied with the requisition, for the good of the colony; did you ever so express yourself to Lieutenant Kent, by writing or otherwise?—A. I do not recollect.

“ *Lieutenant-Colonel FOVEAUX, of the 102d Regiment, and Lieutenant-Governor of New South Wales, sworn, and examined by the Prisoner.*

“ Q. Was all communication between Captain Bligh and the officers of the Porpoise prevented?—A. Yes, as will appear by my letter to Captain Bligh, and his answer to me, which are now before the Court, a copy of which I transmitted to the prisoner at the time. [Letters read; see p. 176.]

“ Q. What were the motives which induced you to request that the Porpoise and Lady Nelson might be employed for the service of the colony?—A. The Lady Nelson was requested to go to Newcastle, to bring timber that was sawing there for Government, which timber was to be given for freight of a ship called the City of Edinburgh, for Government.

“ Q. Was it absolutely necessary, for the good of His Majesty’s service, that the Porpoise should proceed to Port Dalrymple, to bring up Lieutenant-Governor Paterson?—A. I was obliged to obey the instructions I received from my superior officer.

“ Q. Was the settlement at Port Dalrymple in great want of stores, troops, and convicts?—A. Yes.

“ Q. When you applied to Captain Bligh on the subject of his return to England in the Porpoise, did he not refer you to me, as her commander?—A. Yes; it will appear in his answer to my letter, dated 16th September, 1808.

“ Q. To your knowledge, was Captain Bligh ever released from the solemn pledge he had entered into with Colonel Johnstone, not to assume any command till His Majesty’s pleasure was known?—A. No, never.

“ Q. What would the consequence have been, had I refused compliance with your wishes, for the benefit of His Majesty’s service?—A. I should have endeavoured to have compelled you, by the refusal of provisions and stores, from the store.

“ Q. Could any other vessel have been taken up to carry down provisions and stores, and to bring up Colonel Paterson, without Government incurring an enormous expence?—A. Certainly not.

“ *Captain JOHN PORTEOUS, of the Porpoise, sworn, and examined by the Prisoner.*

“ Q. On the 1st day of January, 1809, when you took the command of the Porpoise, what pendant did you find flying on board of her?—A. A broad pendant.

“ Q. After you had superseded me in the command of the Porpoise, did you consider yourself secure in obeying the verbal orders of Captain Bligh, on matters of importance?—A. No, I did not.

“ Q. Did Captain Bligh ever propose to you to blow down the town of Sydney?—A. Yes.

“ Q. What answer did you make?—A. I requested a written order; but he said he was under an arrest. But on my first joining the Porpoise,

I had a written order from Captain Bligh, to put myself under his command.

“Q. After I was some months in arrest, did I enclose you a letter to be forwarded to Captain Bligh, requesting his permission to walk on shore for a few hours, for the benefit of my health?—A. Yes.

“Q. Do you know what answer he made to that application?—A. Captain Bligh said that he did not know that Mr. Kent was under any other arrest, than confinement to the ship.

“Q. What distance did the Porpoise lie from the shore?—A. About a quarter of a mile.

“Q. Could Captain Bligh have come on board at any time from Government-house, and assume the command of the ship?—A. In my opinion, he could.

“Q. Did Captain Bligh, on your arrival in the colony, in 1808, instruct you to wait upon Colonel Foveaux, as commanding officer?—A. He recommended my calling on him.

Examined by the Court.

“Q. Was the arrest of Lieutenant Kent more close than that of officers generally under an arrest?—A. No.

“Q. Had he permission to take a walk on shore?—A. No, he was refused that on the first application.

“Q. What were your reasons for thinking that Commodore Bligh could have come on board the Porpoise, and taken the command?—A. If Commodore Bligh had any intentions to have come on board, he might have evaded the sentinels in the evening, by escaping their observation.

“Q. Was he guarded by sentries at the time?—A. There were two who walked in front of the house, I do not know of any others; they have always been placed.

“Q. Did you ever know the orders given to the sentries?—A. No.

“Q. Was it a guard of honor or restraint?—A. Restraint.

“*Mr. JOHN SLOAN, Purser of the Porpoise, sworn, and examined by the Prisoner.*

“Q. Do you recollect, after my arrival from Port Dalrymple the first time, my going to Government-house, a day or two after communication had been granted between myself and Captain Bligh?—A. Yes.

“Q. Were you present at that interview?—A. Yes.

“Q. Do you remember what Captain Bligh said on that occasion?—A. After the entries were made, I recollect, whilst I was inserting his name at Government-house, a conversation took place between Captain Kent and Governor Bligh, the nature of which I do not know; but I heard Captain Bligh tell Captain Kent to do what he thought most conducive to the interest of His Majesty's service.

“Q. Have you received any certificate from Captain Bligh?—A. No.

[The Court then adjourned till Thursday.]

THIRD DAY.

THURSDAY, JANUARY 11, 1811.

Lieutenant WILLIAM ELLISON, of the Porpoise, sworn, and examined by the Prisoner.

“ Q. Were you lieutenant of His Majesty’s ship Porpoise in 1808?—
A. I was.

“ Q. Did you meet me, after I came from Government-house with the despatches, on the 29th of March, 1808?—A. I did.

“ Q. Acquaint this Court what conversation you had with me?—A. You informed me, that you had waited on Commodore Bligh, with the despatches which you brought from Norfolk Island and the Derwent, which despatches, you informed me, Commodore Bligh refused to take, in consequence of a pledge entered into between him and Major Johnstone, and that he desired you to take the despatches to Major Johnstone.

“ Q. Did I consult you on the propriety of employing His Majesty’s ships for the good of the colony?—A. You did.

Examined by the Prosecutor.

“ Q. When the Porpoise sailed from Port Jackson, was not the Estre-
mena schooner lying there in the employment of Government, unem-
ployed?—A. I do not know.

Examined by the Court.

“ Q. Had the prisoner the means of arresting Lieutenant Symons, as a deserter, during the prisoner’s command of the Porpoise?—A. I suppose he could.

“ Q. State your reasons.—A. Mr. Symons being on the spot before we sailed for Port Dalrymple.

“ Q. Do you mean to say that the civil or military power would have suffered his arrest?—A. I cannot say whether they would, or would not.

“ Q. Had the prisoner orders from Commodore Bligh to arrest Lieutenant Symons?—A. Not that I know of.

“ Q. During the prisoner’s confinement to the ship, what was the state of his health?—A. Generally, very ill.

“ Q. What was the supposed cause of that illness?—A. I suppose from his confinement to the ship.

“ Q. Do you recollect how long he was confined to the ship?—A. I think, to the best of my recollection, thirteen months.

“ Q. Do you know if he ever went on shore during that time?—A. I think he never did.

“ Q. Did the surgeon apply to Commodore Bligh for permission for the prisoner to go on shore sometimes, for the benefit of his health?—A. He did; I was present once when the surgeon requested him to be allowed to go on shore two hours in the day.

“ Q. State the manner and cause of the denial?—A. When Mr. M’Mil-
lan asked Captain Bligh, in my presence, Captain Bligh replied ‘I’ll be

dammed, if ever that fellow goes out of this ship that ran away with my broad pendant.'

"Q. Was ever Lieutenant Symons on board the Porpoise, after he discharged himself?—A. I think he was.

"Q. Was the prisoner permitted to go on shore at Port Jackson, after Colonel M'Quarrie arrived?—A. He was.

"Q. Was it generally considered at Port Jackson, especially among the navy, that Lieutenant Symons was a deserter from the service?—A. No.

"Q. Was the confinement of the prisoner more rigorous than that of officers usually under an arrest?—A. As far as I could see, he had the whole range of the ship.

Mr. JOHN M'MILLAN, Surgeon of the Porpoise, sworn, and examined by the Prisoner.

"Q. Did I write to you at the Derwent, after being some months under an arrest, requesting you to apply to Captain Bligh, to have a medical survey taken on the ill state of my health, that I might avail myself of the joint opinion of the medical officers?—A. Yes.

"Q. Did you apply to Captain Bligh?—A. I did.

"Q. What answer did you receive?—A. I cannot convey an idea to the Court, unless I am permitted to shew his attitude [which being granted, he continued]. He, in the most insulting manner, brandished his fist close to my nose, and said that he would not let that fellow go on shore, who ran away with his broad pendant.

Captain PORTEOUS examined by the Prosecutor.

"Q. When I directed you to place Lieutenant Kent in arrest, did I inform you of my reasons?—A. Yes.

"Q. Did you communicate it to him?—A. Yes.

"Q. Was not the conversation on firing on the town, a mere general observation that a captain of a man-of-war might hear when his commanding officer was in prison?—A. No, I do not conceive it was a general observation. Captain Bligh was violent at the time, and said, if I knew my duty, I would go on board and blow the town down.

"Q. Who was present at the time?—A. I do not recollect that any one was present.

"Q. Was it at table, when Mr. Griffin and ladies were present?—A. No, it was not; it was in the forenoon.

Question by the Prisoner.

"Q. Could not the fort have blown the Porpoise out of the water?—A. Yes; it might have sunk her; it was directly above us.

Question by the Court.

"Q. From the state the colonial affairs were in, and taking into consideration the circumstances attendant on the confinement of Commodore Bligh, should you, as the captain of the Porpoise, think yourself justifiable in attacking the fort?—A. No; but if I had received a written order from Commodore Bligh, I must have obeyed it.

The prisoner, having no further witnesses to call, here presented the following address to the Court :

“ Mr. President, and Gentlemen of this Honorable Court,—I will not presume to impose a longer task on the patience of this Honorable Court, by any further animadversion or remark on the evidence that has been given, and the various documents which have been produced ; entertaining, as I do, a humble hope, that what has been urged will have impressed every individual of this Honorable Court with a strong sense of the peculiar hardships of the situation in which a young and inexperienced officer was placed. With no choice but of difficulties—abandoned by my superior officer, who would give me no orders for my guidance, it appeared to me that I could not err by a zealous solicitude to execute the public service, which I well knew His Majesty's ships were employed in that colony to perform. I therefore submit myself and my cause, with humble confidence, to the justice of this Honorable Court, under the firmest conviction, that every allowance will be made in my favour, if it should appear, that, in difficulties so arduous and unprecedented, it may have been my misfortune to have deviated, in any particular, from that line of conduct which the rules of the service might have required from me, and which I solemnly declare it was my most earnest wish, and would have been my greatest pride, to have acted in strict conformity to.

“ With the most heartfelt gratitude I intreat leave to return my humble and respectful thanks to this Honorable Court, for the indulgence with which I have been heard.

(Signed) “ W. G. C. KENT.”

The prosecutor then asked permission of the Court to call other witnesses, and to read some letters. The Court was cleared to consider of his request, when, on being reopened, he was informed they had decided upon hearing no more evidence. After which, the Court was again cleared, and in about an hour opened again, when they pronounced the following

SENTENCE.

“ The Court proceeded to try the said Lieutenant William George Carille Kent, on the above-mentioned charges, preferred against him by Captain William Bligh, and having heard the evidence produced in support of the charges, and by the said Lieutenant W. G. C. Kent, in his defence, and what he had to allege in support thereof, and having maturely and deliberately weighed and considered the whole, the Court is of opinion, that it appears that the said Lieutenant W. G. C. Kent did sail with the said ship from Port Jackson, in the two instances stated in the above-mentioned charges, without the orders of the said Captain William Bligh ; that he did not so

sail under the orders of the persons asserted therein to have illegally and by force dispossessed the said Captain William Bligh of the government of New South Wales; and did not improperly strike the broad pendant of the said Captain William Bligh; that it appears that the said Lieutenant W. G. C. Kent, under the extreme and extraordinary difficulties in which he was placed, shewed every disposition to obey any orders which the said Captain William Bligh might have thought fit to have given him; that he was actuated by a sincere wish to perform his duty for the good of His Majesty's service, and that he was justified in the conduct he pursued on such occasion: and the Court is further of opinion, that the said third charge has not been proved against the said Lieutenant W. G. C. Kent, and doth adjudge him to be acquitted of the whole of the above charges; and the said Lieutenant W. G. C. Kent is hereby acquitted accordingly.—Signed by the Court.

(Countersigned) "MOSES GREETHAM, JUN.

*Deputy Judge Advocate of the Fleet.**

So satisfied were the Lords of the Admiralty of the correctness of Lieutenant Kent's conduct, that they not only directed him to be paid as commander of the Porpoise, during the whole period of his confinement, although Captain Porteous was also paid, but they also noted his name for promotion. From the long and rigorous imprisonment he had undergone, however, his health was not sufficiently re-established for active service, until April, 1812, when he applied for employment, and was immediately appointed to the Union, 98, fitting out for the Mediterranean station. In this ship he served under Captains Samuel Hood Linzee, William Kent, and Robert Rolles, until December following; when, having had the misfortune to lose his uncle, (who had ever been his patron and protector †), and wishing for a more active employment, he was removed by Sir Edward Pellew (now Viscount Exmouth) into the Sparrowhawk sloop, Captain Thomas Ball Clowes, with whom he continued, as first lieutenant, until promoted to the rank of commander, June 15th, 1814.

* For further particulars of the transactions at Sydney, in 1808, see the "Proceedings of a General Court-Martial, held at Chelsea, in May and June, 1811, for the trial of Lieutenant-Colonel Johnston, on a charge of Mutiny &c." Published by Sherwood, Neely, and Jones, London.

† See p. 157.

Whilst serving in the Sparrowhawk, which vessel was employed on the Malta station during the plague, this officer met with an accident, which caused him the most excruciating torture, and to be confined to his bed for a considerable length of time, blind of both eyes, and without surgical assistance, his messmate, the doctor, having been accidentally left behind at Minorca. He has been fortunate enough to recover the sight of one; but can scarcely discriminate objects at only a few yards distance with the other.

In 1816, Commander W. G. C. Kent volunteered his services, and urgently requested to be employed in the fleet destined against Algiers; but the expedition being on so small a scale, his application could not be complied with. He married, Dec. 30th, 1830, Susanna Elizabeth, third daughter of the late Mr. John Rankin, a merchant of Greenock, in Scotland, by whom he has issue, one daughter.

THOMAS COLBY, Esq.

SECOND son of an eminent surgeon, now deceased, by Mary Copplestone, a descendant of the very ancient Devonshire family of that name.

This officer was born at Torrington, co. Devon, in 1782; and entered the royal navy, in Mar. 1797, as midshipman, on board the Bedford 74, Captain Sir Thomas Byard; under whom he served at the battle of Camperdown, and (in the Foudroyant 80) at the defeat of Mons. Bompard, by Sir John B. Warren, off the N. W. coast of Ireland, Oct. 13th, 1798*. We subsequently find him serving under the flag of Sir Charles Cotton, with whom he continued until the peace of Amiens, when he was sent to the East Indies, as an admiralty midshipman, in the St. Fiorenzo frigate, Captain Joseph Bingham. On the 18th Sept. 1804, being then in the Centurion 50, Captain James Lind, he assisted in successfully repelling an attack made upon that ship, by a French squadron, consisting of the Marengo 80, and two heavy frigates, under

* See Vol. I. Part I. p. 150 *et seq.*, and p. 170 *et seq.*

the command of Rear-Admiral Linois *. On his return home, he was appointed a lieutenant of the Thunderer 74, Captain William Lechmere, by commission dated April 8th, 1805. On the 22d July following, he assisted at the capture of two Spanish line-of-battle ships, by the fleet under Sir Robert Calder †. He also bore a part at the glorious battle of Trafalgar ‡; and was slightly wounded in action with the Turks, during Sir John T. Duckworth's operations against the Sublime Porte, in Feb. 1807. On the latter occasion, the Thunderer was commanded by Captain (now Sir John) Talbot.

During the ensuing campaign in Egypt, Lieutenant Colby was employed on the river Nile. In 1809, he proceeded to the West Indies, on Lord Mulgrave's promotion list; but returned home from thence without advancement, in consequence of a change in the naval administration. After this, he was again sent, by Mr. Yorke, to the Mediterranean; and there promoted from the Prince of Wales 98, Captain John Erskine Douglas, to the command of a prize brig captured at Genoa, in April, 1814. This appointment was confirmed by the Admiralty on the 17th of the following month.

Commander Colby married, in April 1826, Mary, daughter of the Rev. John Palmer, of Torrington, and niece of the late Marchioness of Thomond. His eldest brother, James, a surgeon, died in 1819; his youngest, Henry, was the midshipman alluded to in Vol. III. Part II. p. 290, who perished on board a prize belonging to the Sheldrake sloop, Feb. 19th, 1809.

JOSEPH WILLIAM BAZALGETTE, Esq.

WAS made a lieutenant on the 12th June 1806; and promoted from the America 74, Captain Sir Josias Rowley, to the command of a French prize brig, at Genoa, in April, 1814. The services which led to his advancement are officially detailed in pp. 424—430 of Vol. II. Part I. His com-

* See Vol. II. Part II. pp. 874—877.

† See Vol. I. Part I. p. 405.

See *Id.* p. 405.

mission as commander bears date May 17, 1814. A pension of £150 per annum, for wounds, was granted him on the 12th Nov. following.

JOHN NICHOLAS, Esq.

OBTAINED his first commission on the 11th Aug. 1808; and was made a commander, while serving in the Mediterranean, May 17th, 1814. He married, Nov. 22d, 1821, Louisa, only child of the Rev. Nathaniel Fletcher, of Lee House, near Romsey, co. Hants; and died at Bath, in Dec. 1831, aged 44 years.

JOHN GARDNER M'BRIDE M'KILLOP, Esq.

WAS made a lieutenant in Oct. 1797; and promoted to the command of the Solebay, receiving-ship, at North Yarmouth, May 26th, 1814. He subsequently held an appointment in the Preventive Service at Aldborough; and died at Dinan in France, Dec. 6th, 1829.

VINCENT NEWTON, Esq.

WAS made a lieutenant, and appointed to the Santa Margaritta frigate, Captain Wilson Rathborne, May 12th, 1803. He subsequently served under Captain Hugh Cameron, in the Hazard sloop, on the Leeward Islands station. On the 26th May, 1814, he was promoted to the command of the Manly brig, on the North American station.

WILLIAM HUTCHINSON, Esq.

OBTAINED his first commission in Dec. 1806; and the command of a division of armed schuyts, employed in the rivers Elbe, Weser, and Ems, in the summer of 1810. He subsequently served as flag-lieutenant to the late Sir Thomas F. Fremantle, on the Mediterranean station; and was promoted to his present rank, May 26th, 1814.

RICHARD STREATFEILD, Esq.

SON of Henry Streatfeild, of Chiddingstone, co. Kent, Esq.

This officer passed his examination in Sept. 1808; was made a lieutenant on the 19th July, 1809; and promoted to the rank of commander, while serving in the Impregnable 98, May 26th, 1814. He married, July 27th, 1824, Anne, daughter of Henry Woodgate, of River Hill, Kent, Esq.

SIR WILLIAM CRISP HOOD BURNABY, BART:

ONLY son of the late Sir William Chaloner Burnaby, Bart. by Elizabeth, second daughter of Crisp Molineaux, of Garboldisham, co. Norfolk, Esq., and grandson of the late Admiral Sir William Burnaby, successively commander-in-chief at the Leeward Islands and Jamaica, who died in 1776.

This officer was made a lieutenant, into the Jason frigate, Nov. 3d, 1809; appointed to the Junon 38, Captain James Sanders, on the Halifax station, Feb. 2d, 1813; and promoted to the command of the Ardent prison ship, at Bermuda, May 26th, 1814. He married, May 2d, 1816, the widow of Joseph Wood, Esq. of Bermuda.

RICHARD GREENAWAY, Esq.

PASSED his examination in Oct. 1809; and was made a lieutenant, into the Eagle 74, Captain (now Sir Charles) Rowley, Dec. 13th following. The manner in which he was subsequently employed, will be seen on reference to Vol. I. Part II. p. 673, *et seq.* and Vol. III. Part I. p. 212, *et seq.* His promotion to the rank of commander took place May 26th, 1814.

PRINGLE HOME DOUGLAS, Esq.

OBTAINED the rank of lieutenant in Oct. 1801; and a commander's commission on the 28th May, 1814.

RICHARD HENRY HOLLIS PIGOT, Esq.

WAS made a lieutenant in Oct. 1806; and commander on the 31st May, 1814.

JOHN MEDLICOTT, Esq.

THIS officer's first commission bears date Jan. 7th, 1802; about which period he was presented with the Turkish gold medal, for his services on the Egyptian coast, during the campaign of 1801. He obtained the rank of commander June 4th, 1814; previous to which he had served as flag-lieutenant to Rear-Admiral (now Sir William) Hargood, on the Guernsey station.

CHRISTOPHER WEST, Esq.

ENTERED the royal navy, in Mar. 1800, under the auspices of the late Commissioner George Henry Towry*; and first went to sea in the *Thetis* frigate, Captain Henry Edward Reginald Baker, under whom he served in the memorable expedition to Egypt. On his return from thence to Malta, he joined the *Wassenaer 64*, armed *en flûte*, which ship, commanded, we believe, by Captain John Larmour, was paid off in Sept. 1802. We next find him in the *Minotaur 74*, Captain John Moore Mansfield, at the capture of *la Française*, a French 44-gun frigate, May 28th, 1803. He was also on board the same ship at the battle of Trafalgar and siege of Copenhagen; on which latter occasion she bore the flag of Rear-Admiral William Essington.

From the *Minotaur*, Mr. West was sent, on promotion, to the flag-ship of Admiral Gambier, who soon appointed him sub-lieutenant of the *Desperate* gun-brig. His first commission bears date Feb. 9th, 1808; from which period he served, for several months, as senior lieutenant of the *Fury* bomb,

* See Vol. II. Part I. note † at p. 86, *et seq.*

Commander John Sanderson Gibson; and for nearly three years, as third of the Blake 74, Captain Edward Codrington.

In the spring of 1809, the Sea-Lark schooner, sailing in company with the Blake, on the North Sea station, shipped a heavy sea, and immediately went to the bottom, taking with her the whole of the officers and crew, except one man, who was saved through the exertions of Lieutenant West, assisted by a good boat's crew.

After the reduction of Flushing, on which occasion she bore the flag of Rear-Admiral Lord Gardner, the Blake was employed in the defence of Cadiz, (from whence she escorted four Spanish line-of-battle ships to Minorca) and subsequently in co-operation with the patriots of Catalonia*. While on the latter service, Mr. West had a severe attack of pleurisy, which compelled him to return home in Sept. 1811. When recovered, he was appointed flag-lieutenant to Rear-Admiral Thomas Surridge, commander-in-chief at Chatham, where he continued until the end of the European war; previous to which he had the honor of steering and attending on our present most gracious monarch, during his inspection of the Russian fleet, sent over to England for safety. He obtained his present rank through the very strong recommendation of Rear-Admiral Surridge, June 4th, 1814; and married, in 1815, his first cousin, Miss S. Ware, of Camden Town, near London. One of his brothers, Matthew Thomas West, is a lieutenant in the royal navy.

ROBERT JAMES GORDON, Esq.

THIRD son of Captain Gordon, of Everton, near Bawtry, co. York.

This officer passed his examination in Nov. 1807; obtained a lieutenant's commission on the 11th of the following month; and subsequently distinguished himself, on various occasions, while serving in the Mercury frigate, successively commanded by Captains James Alexander Gordon and the Hon. Henry Duncan, off Cadiz and in the Mediterranean. He was made

* See Vol. I. Part II. p. 872 *et seq.*

a commander on the 6th June, 1814 ; and died Sept. 27th, 1822, at Wilet-Medinet, a day's journey from Sennaar, in Africa, whence he was proceeding in an attempt to reach the source of the Bahr Colittiad.

ROBERT JULYAN, Esq.

WAS made a lieutenant in June 1799 ; appointed first of the San Juan sheer-hulk, bearing the broad pendant of Commodore Penrose, at Gibraltar, about Aug. 1810 ; and promoted to the command of the Rolla sloop, June 7th, 1814.

HUGH PEARSON, Esq.

WAS wounded in an action with the Cadiz flotilla, while serving as master's-mate of the *Barfleur* 98, July 3d, 1797 *. He obtained the rank of lieutenant on the 11th Dec. 1799 ; and distinguished himself, on several occasions, while serving as first of the *Arethusa* frigate, Captain Robert Mends, on the north coast of Spain, in 1809 and 1810. From among that officer's public letters, we select the following :

" H. M. S. Arethusa, off Bilboa, Mar. 20th, 1809.

" Sir,—I have the pleasure of acquainting you, for the commander-in-chief's information, that on the 15th instant, at day-break, a party of seamen and marines belonging to this ship, landed under the command of the first lieutenant, Mr. Hugh Pearson, and Lieutenant Scott, R. M., and destroyed upwards of twenty heavy guns, mounted on the batteries at Lequito, defended by a detachment of French soldiers, a serjeant and twenty of whom were made prisoners, who, on our people forcing the guard-house in the principal battery, threw down their arms, and begged for quarter: the rest of their comrades effected their escape by running for it.

" This little affair was conducted by Lieutenant Pearson, with that boldness and promptitude which generally command success, and to which I attribute our having only three men wounded, notwithstanding a quick fire of musketry for some time from the battery and guard-house, as our people advanced. A small vessel, laden with brandy, was found in the harbour and brought away.

* See p. 136, *et seq.*

"The following day, having received information of two chase-marées being up the river Andero, laden with brandy for the French army in Spain, in the evening the same party was again landed, who found them aground, about four miles up, with their cargoes on board, which were destroyed. The vessels appearing to be Spanish property, and forcibly seized on to carry those supplies, were restored to their owners.

"On the 20th, Lieutenant Pearson, with the officers and men who were with him at Lequito, took possession of the batteries of the town of Paisance, without opposition, and destroyed the guns; the small parties of the enemy stationed at these places retiring as our people approached. I am, &c.

(Signed)

"R. MENDES."

"To Captain Charles Adam, H. M. S. Resistance."

"H. M. S. *Arethusa*, off Bermeo, July 11th, 1810.

"My Lord,—After a consultation with the Junta of Asturias, on the 24th ultimo, I consented to receive on board of the squadron your lordship has been pleased to place under my command, the Spanish Brigadier-General Porlier, and five hundred of his soldiers, with the intention of beating up the enemy's quarters along the coasts of Cantabria and Biscay, in order to make a diversion of his troops towards the sea-ports in his possession, and thus afford an opportunity for a combined movement of the Spanish armies in Asturias, by compelling the enemy to detach more of his forces to oppose us, and thereby weaken the interior of that province and St. Andero, or to suffer his sea-defences to be destroyed, and his supplies coastways cut off; the one or other alternative appearing to me an inevitable result of such movements. I have now the pleasure of informing your lordship, that we have completely succeeded in the maritime part of the expedition, without the loss of a single man, having destroyed all the batteries (with the exception of Castro) from St. Sebastian to St. Andero, on which were found about one hundred pieces of heavy cannon altogether, and laid that whole extent of sea-coast entirely bare of defence.

"Communications are thus opened with these provinces, and the zealous attachment of the inhabitants to the independence of their country ascertained, should it hereafter be deemed expedient to act on it.

"The strong port of Santona, and the numerous batteries round Bermeo, being dismantled, our ships will have in future two good anchorages on the coast in westerly gales, as it will be a work of considerable time and labour to re-mount heavy cannon on the various eminences of those places, which must all be conveyed by sea, the country being so extremely mountainous, and the roads so bad, that land-carriage is almost impracticable.

"The brigade of seamen and marines from the squadron being commanded by the Honorable Captain Aylmer, of the *Narcissus*, his letter to me of the 9th instant will inform your lordship of the events which took place on their landing at Santona, and during the short time they occupied

it. To the zeal and ability of that excellent officer I am much indebted, as well as to that of Captain Bowles, of the *Medusa*, who most anxiously solicited to be attached to the brigade, and acted as second in command. Mr. Hugh Pearson, my first lieutenant, and Lieutenant Desbrisay, commanding the marines, distinguished themselves by their exemplary conduct, as, in short, did all the other officers and men composing the brigade.

“The disposition of the boats made by Captain Galway, of the *Dryad*, assisted by Captain Joyce, of the *Amazon*, at our different landings, was so judicious as to prevent either confusion or loss, where the surf was frequently extremely dangerous to approach; nor were the services of Captain Digby, of the *Cossack*, less important, in forwarding every part of the various duties going on both night and day; and I have only to regret that the early retreat of the enemy on the 7th deprives me of an opportunity of announcing to your lordship his entire defeat and surrender.

“Having by our landing at Santona induced the enemy to abandon several positions in the interior, as well as on the sea-coast, in order to collect a sufficient force to prevent our continuing in possession of that place, I shall be happy to find that the armies of Asturias, and of the mountains of St. Andero, have been put in motion, during the absence of the French, which was the principle agreed upon between the Junta of Asturias and myself; but as yet I have no information on that head.

“This expedition has, however, cost the enemy upwards of two hundred men, besides an infinity of trouble and marching, and added nigh 300 volunteers to General Porlier’s little army. I am also happy in having this opportunity of bearing testimony to the talents of that distinguished officer, and the gallantry of his small band of officers and soldiers, who on every occasion were emulous for their own and their country’s honor.

“I am now proceeding westward, to land the general and his men at Ribadeo, and shall feel happy if the complete success of this little expedition, the zeal with which it has been executed, and the principle on which it was undertaken, be honored with your lordship’s approbation. I have the honor to be, &c. (Signed) “R. MENDS.”

“To the Right Hon. Admiral Lord Gambier.”

Mr. Pearson was promoted to the command of the *Curlew* sloop, June 7th, 1814.

GEORGE HILTON, Esq.

WAS made a lieutenant in July, 1801; and promoted to the command of the *Nimrod* sloop, June 7th, 1814. He

married, April 23d, 1816, Elizabeth, eldest daughter of Henry Wise Harvey, Esq. and grand-daughter of the heroic Captain John Harvey; who fell, while most gallantly asserting the honor of his country, on the ever memorable 1st of June, 1794. This officer became a widower on the 25th Feb. 1819.

CURRY WILLIAM HILLIER, Esq.

Is the son of a superannuated warrant officer, who died at Devonport, Mar. 13th, 1829, aged 89 years. He was made a lieutenant on the 8th Oct. 1801; appointed to the command of the *Defiance* prison ship, Dec. 30th, 1813; and promoted to his present rank June 7th, 1814.

THOMAS ARSCOTT, Esq.

SON of Thomas Arscott, M. D., of Teignmouth, co. Devon; and was born at that place Aug. 24th, 1779. He entered the royal navy in June, 1796, as midshipman on board the *Mercury* 28, commanded by the late Viscount Torrington, and then about to sail for Newfoundland, where he did duty on shore with the garrison, during the blockade of St. John's harbour, by a French squadron under Rear-Admiral Richery*. He next served in the *Camilla* 24, Captain (now Vice-Admiral) Poyntz; and subsequently in the *Galatea* 32, Captain Byng; the *Royal George* first rate, bearing the flag of Lord Bridport; and the *Leviathan* 74, flag-ship of Rear-Admiral Duckworth, at the reduction of the Swedish and Danish islands, in the West Indies, Mar. 1801 †.

After the occupation of the said colonies, Mr. Arscott was appointed acting lieutenant of the *Fairy* 18, in which sloop he continued, under Captain Frederick Warren and his successors, until superseded by order of the Admiralty, and

* See Vol. I. Part II. p. 656.

† See Vol. I. Part II. note † at p. 798; and Vol. II. Part I. note * at p. 326.

obliged to rejoin the *Leviathan*, as midshipman. A subsequent appointment, however, (to the *Ceres* troop-ship) was confirmed at home, July 18th, 1802.

We next find Mr. Arscott serving as lieutenant of the *Indefatigable* frigate, Captain (now Sir Graham) Moore, at the capture and destruction of four Spanish treasure-ships, Oct. 5th, 1804*. He also assisted in cutting out the French national brig *le Cæsar*, from the river Gironde, July 16th, 1806, on which occasion he was slightly wounded †.

From the *Indefatigable*, this officer was removed into the *Marlborough* 74, previous to her escorting the royal family of Portugal from Europe to Brazil ‡. After his return from that station, with Captain Moore, he proceeded in the same ship, under the *pro-tempore* command of Captain (now Sir John) Phillimore, to the river Scheldt, where he was very actively employed during the whole of the operations connected with the *Walcheren* expedition, particularly at the destruction of the basin, arsenal, and sea-defences of Flushing, in Dec. 1809 §.

In the beginning of 1812, Mr. Arscott was appointed first of the *Chatham* 74, a new ship just commissioned by Captain Moore; and on that officer being promoted to the rank of Rear-Admiral, he accompanied him to the Baltic, as his flag-lieutenant, in the *Warrior* 74. He obtained a commander's commission on the 7th June, 1814; spent the remainder of his days in retirement; and died at Chudleigh, co. Devon, in June, 1827.

Captain Arscott's eldest sister is the wife of Lieutenant Henry Beddek, R. N. His brother, James Arscott, was with the late Sir Eliab Harvey, in the *Temeraire* 98, at the battle of Trafalgar; and latterly served as first lieutenant of the *Nymphe* frigate, and *Bulwark* 74, both commanded by that active officer, the late Captain Farmery P. Epworth. Being disappointed in obtaining promotion at the peace, he

* See Vol. I. Part II. p. 535 *et seq.* † See Suppl. Part III. p. 239.

‡ See Vol. I. Part I. p. 320; and Part II. p. 536 *et seq.*

§ See Suppl. Part II. p. 418.

retired from the service in disgust, broke a blood vessel, and died lamented by all who knew him, both as an officer and a private gentleman.

ALEXANDER DIXIE, Esq.

According to Debrett, this officer is the third son of the late Sir Beaumont Joseph Dixie, Bart. by Margaret, daughter of Joseph Shewen, of Stradey, co. Carmarthen, Esq. He was made a lieutenant in Oct. 1804, and promoted to the command of the Saracen sloop, June 7th, 1814. His wife, to whom he was married in 1818, is a daughter of the Rev. J. D. Churchill, rector of Blickling, co. Norfolk.

EDWARD STEWART, Esq.

OBTAINED his first commission on the 16th Mar. 1805; served as lieutenant of the Powerful 74, Captain Charles James Johnston, during the Walcheren expedition; and subsequently in the Royal Oak 74, bearing the flag of Lord Amelius Beauclerk; from which ship he was promoted to the rank of commander, June 7th, 1814. His last appointment was, Dec. 26th, 1820, to the Brisk sloop, employed in cruising against the smugglers on the North Sea station. He was drowned in the river Medway, together with his purser and boat's crew, Dec. 23d, 1823.

Commander Stewart had the reputation of being a good officer and a most excellent man. Several pieces of poetry, written by him, are to be found in the Naval Chronicle.

THOMAS CAREW, Esq.

NEPHEW to the Right Hon. Sir John Newport, Bart., D. C. L. and M. R. I. A., many years representative in parliament for the city of Waterford.

Mr. Carew was made a lieutenant on the 16th July,

1805. We first find him in the *Belliqueux 64*, Captain George Byng,* under whom he served on shore, as a volunteer, with the marine brigade, at the reduction of the Cape of Good Hope, in Jan. 1806, and afterwards on the East India station. On the 26th Aug. 1807, he commanded a boat in an affray with two Malay proas, on which occasion Mr. Turner, acting lieutenant, and six men were killed. His subsequent gallant conduct as first lieutenant of the *Piedmontaise* frigate, Captain Charles Foote, at the storming of the defences of Banda-Neira, the principal of the Dutch Spice Islands, was duly represented by the senior officer, Captain (now Sir Christopher) Cole.†

On the 22d Nov. 1813, Lieutenant Carew was appointed to the *Rodney 74*, Captain Charles Inglis; in which ship he continued until promoted to the command of the *Jasper* sloop, June 7th, 1814.

In Aug. 1816, the *Jasper* accompanied the expedition destined against Algiers to Gibraltar; from whence she returned home with Lord Exmouth's despatches. On the night of the 19th Jan. 1817, she was totally wrecked, in Plymouth Sound, when of 67 persons on board, including Mr. Edward Smith (master and commanding officer), Mr. Robert Marshall (purser), Mr. Godfrey Martin (master's-mate), and Messrs. William Doles and S. W. Williams (midshipmen), with fifteen females, all but two men perished. The storm which caused her destruction is thus spoken of in the "*Plymouth Telegraph*:"

"During the greater part of Sunday, Jan. 19th, the weather bore a very portentous appearance, as if the elements were preparing a terrific mischief. As the night drew near, every thing betokened an approaching hurricane. The wind suddenly turned into the S.S.E. quarter and oscillating, at intervals, between that and S.S.W. blew with a fury, which, joined to an extraordinary high tide, the tremendous violence of the waves, and a pitchy darkness that might almost be felt, created the irresistible presentiment of some awful catastrophe. About four o'clock in the morning of Monday, the tempest had increased to a perfect hurricane, and

* The late Viscount Torrington.

† See Vol. II. Part II. p. 508.

within two lamentable hours from that period, we shudder to state, not less than three gallant vessels were shivered to atoms on the coast, within a short distance of each other; and at least seventy human beings instantaneously consigned by a watery death to eternity.

“The vessels proved to be the *Jasper* brig of war, Captain Carew, wrecked on the Bear’s Head, at Mount Batten; the *Princess Mary* packet, Captain Pocock, in Deadman’s Bay; and the *Telegraph* schooner, Lieutenant John Little, under the Eastern Hoe. Besides these unfortunate vessels, the *Lapwing* revenue cutter, Lieutenant Thomas Lipson, lying in Mill Bay (a place from which a vessel was never before known to drive), parted from her cables and went ashore, high and dry, over a ridge of rocks, with comparatively but little injury.”

On the 28th of the same month, a court-martial was assembled, in Hamoaze, to inquire into the circumstances attending the loss of the *Jasper*; when it appeared from the evidence of the two men who had escaped, and of Mr. Sidley, the harbour-master, that the sad catastrophe was the consequence of proper precaution not having been taken in due time to prevent the shipwreck, by veering away more cable and striking her top-masts, and by her having both lower-yards and top-gallant-masts aloft; but that no blame was imputable to Captain Carew, as he had left her properly moored, and in a good berth: he was therefore acquitted.

This officer, we are told, married a widow lady with a fortune of £80,000.

JOHN FISHER, Esq.

WAS made a lieutenant in Aug. 1805; and promoted to the command of the *Wasp* sloop, June 7th, 1814.

JAMES PICKARD, Esq.

SON of the late Mr. James Pickard, a most respectable man, in business at Birmingham, where he made great improvements on the steam-engine, and realized a handsome independence, which he lived to enjoy in retirement for many years.

Mr. JAMES PICKARD, junior, was born at Birmingham, in 1781; and entered the royal navy, at the age of fifteen years, as midshipman on board the Diana frigate, Captain Jonathan Faulkner, then on the Irish station, where she re-captured several merchant vessels, and was more than once chased by part of a powerful French fleet, in the vicinity of Bantry Bay.

In the following year, 1797, Mr. Pickard joined the Boadicea frigate, Captain (now Sir Richard G.) Keats; under whom he served, in that ship and the Superb 74, until ordered by Lord Nelson to act as lieutenant of the Canopus 80, bearing the flag of Rear-Admiral (afterwards Sir Thomas) Louis, April 2d, 1805. This appointment was confirmed by the Admiralty, on the 11th Oct. following, previous to which he had accompanied our great hero to Egypt and the West Indies, in pursuit of the combined French and Spanish fleets. The manner in which the Canopus was employed, between Aug. 1805 and June 1806, has been stated in Vol. II. Part I. pp. 279—281; but we should have added, that it was the share she bore at the battle of St. Domingo, which gained Rear-Admiral Louis a baronetcy, and her captain (F. W. Austen) a companionship of the Bath.

After undergoing a thorough repair at Plymouth, the Canopus, then commanded by Captain (afterwards Commissioner) T. G. Shortland, and still bearing the flag of Sir Thomas Louis, proceeded in company with other ships to the coast of France, for the purpose of intercepting a French squadron, to which Jerome Buonaparte was attached as a *capitaine de vaisseau*. On the 27th of Sept. 1806, a remarkably fine frigate, le Presidente, of 44 guns and 330 men, was captured. Towards the end of the same year the Canopus was sent to Constantinople, from whence Sir Thomas Louis brought away the Russian embassy, when war broke out between Turkey and the Czar. On the 19th Feb. and 3d Mar. 1807, she led the van of Sir John T. Duckworth's squadron through the passage of the Dardanelles, suffering greatly in her rigging, and receiving several immense shot, or rather blocks of granite, in her hull: the total loss she sustained, during the whole of the operations in that quarter,

amounted, however, to no more than 32 officers and men killed and wounded.

After the retreat from the sea of Marmora, Sir Thomas Louis was detached to Alexandria, with two other ships under his orders, but did not arrive there until after that place had capitulated to the military and naval forces under Major-General M'Kenzie Fraser and Captain Benjamin Hallowell. It is worthy of remark, that the *Canopus* was the first English line-of-battle ship that ever entered the harbour of Alexandria. Shortly after she had done so, several transports' launches were placed under the command of Lieutenant Pickard, and employed in carrying provisions up the river Nile, for the use of the troops employed against Rosetta. The attack upon that place having failed, with considerable loss on the side of the British, the same boats brought down many of the wounded soldiers.

Upon the occasion of a larger force being subsequently collected to renew the attack, Lieutenant Pickard volunteered his services, and was appointed to command fifty seamen, attached to the naval brigade under Captain Hallowell. This expedition also failed, after being three weeks under the walls of Rosetta; and six men belonging to the *Canopus* were taken prisoners during the retreat. Soon afterwards, Sir Thomas Louis died on board his flag-ship; when Captain Hallowell appointed Lieutenant Pickard to the command of the gun-boats upon the lakes, where he served till the *Canopus* was ordered to Malta, where the remains of the deceased rear-admiral were interred. In Sept. 1807, he followed Captain Shortland into the *Queen 98*; which ship returned home from the Mediterranean station, and was paid off at Chatham, towards the end of 1808.

Mr. Pickard's subsequent appointments were to the *Onyx* brig, of 10 guns, in which vessel he remained but a very few days;—to the *Naiad 38*, successively commanded by Captains Thomas Dundas, Henry Hill, and the late Sir Philip Carteret Silvester; of which ship he was second lieutenant when, in company with three brigs and a cutter, she engaged the Boulogne flotilla, on two successive days, and

brought away a formidable praam, under Buonaparte's immediate inspection; in this brilliant little affair, for which his captain was afterwards made a C. B., he commanded the whole of the main-deck battery, the junior lieutenant being absent in boats after smugglers:—lastly, in April, 1812, to be first of the Tenedos 38, Captain Hyde Parker, under whom he was most actively employed on the North American station; where his health became so much impaired, by the severity of the climate, that he was obliged to invalid in April, 1814. On his arrival in England he found himself promoted to the command of the Rover sloop, by commission, dated June 7th, 1814. Unfortunately, he had not then sufficiently recovered to avail himself of this desirable appointment; and all his subsequent efforts to obtain employment have proved ineffectual.

This officer married, in 1815, the only child of the Rev. Benjamin Spencer, LL.D., who was fifty-two years vicar of Aston, near Birmingham; forty-four years rector of Walton, in Lincolnshire; and forty-two years a magistrate for the counties of Warwick and Stafford, in which capacity he rendered essential service to Government during the great Birmingham riots.

Commander Pickard has several children. His only brother married the sister of William Fletcher, Esq. a barrister of some eminence on the Midland Circuit: his only sister married an attorney, settled for some years at Walsall, co. Stafford. Mrs. Pickard had two brothers, one of whom held the living of Smithwick, in the same county; the other, a lieutenant of marines, was killed on board the Edgar 74, at the battle of Copenhagen, in April, 1801.

HENRY ELTON, Esq.

YOUNGEST SON of the Rev. Sir Abraham Elton, bart., by Elizabeth, eldest daughter of Alderman Sir John Durbin, knt., an eminent merchant of Bristol.

This officer's first commission bears date Mar. 6th, 1807;

at which period he was serving as junior lieutenant of the Cornwallis frigate, Captain Charles James Johnston, then proceeding from Madras to the west coast of America.* We next find him in the Dreadnought 98, bearing the flag of Vice-Admiral Thomas Sotheby, employed off Ushant; on which station he was wounded in a sanguinary boat attack, Sept. 9th, 1810.† He subsequently served under the flag of Lord Exmouth, in the Caledonia 120; from which ship he appears to have been promoted to the command of the Cephalus sloop, June 7th, 1814.

Commander Elton married, July 20th, 1816, Mary, daughter of the late Sir Francis Ford, bart. and relict of Peter Touchet, Esq., and has issue.

JAMES MEARA, Esq.

OBTAINED his first commission in May, 1807; and served for some time in the Ville de Paris 110, bearing the flag of Lord Collingwood, on the Mediterranean station. He was promoted to the command of the Pandora sloop, June 7th, 1814.

JAMES ATHILL, Esq.

WAS the only son of the late Hon. Samuel Byam Athill, *pro tempore* commander-in-chief at Antigua. He passed his examination, and obtained a lieutenant's commission, in June, 1809; was appointed to the Venerable 74, fitting out for the flag of Rear-Admiral (now Sir Philip C. H.) Durham, Dec. 18th, 1813; promoted to the command of the Mutine sloop, June 7th, 1814; and appointed to the Hardy, April 20th, 1815.

Commander Athill married, Nov. 8th, 1819, Selina Theresa, third daughter of the late C. Bishop, Esq. H. M. Procurator-General; and died at the island of Antigua, April 9th, 1825.

* See Suppl. Part I. pp. 170—174.

† See Vol. III. Part I. p. 94, *et seq.*

WILLIAM COBBE, Esq.

PASSED his examination, and was made a lieutenant, in Nov. 1809. He obtained the rank of commander on the 7th June, 1814; and died near Dublin, July 8th, 1831, aged 40 years.

JOHN TRACEY, Esq.

WAS wounded, while serving as master's-mate, on board the Ardent 64, Captain R. R. Burgess, at the memorable battle of Camperdown, Oct. 11th, 1797. He obtained his first commission on the 6th Oct. 1800; and commanded the Princess Augusta, a small hired cutter, of eight guns and about thirty men, in an action with a French privateer, of fourteen guns and full of men, near the mouth of the river Tees, June 13th, 1804. During this engagement, which lasted nearly four hours, the Princess Augusta received several shot near the water's edge, and was much shattered in her rigging, but had not a man killed, and only three of her little crew wounded. The enemy sheered off on perceiving the approach of two small vessels, manned with sea-fencibles, from Redcar.

On the 28th Jan. 1807, Lieutenant Tracey captured the Jena privateer, of four guns and thirty men. He also retook her prize, a Prussian ship, laden with timber, and bound to London. In the course of the same year, he was removed from the Princess Augusta into the Linnet brig, of fourteen guns and sixty men; in which vessel he made the following captures :

Le Courier, of 18 guns and 60 men, taken off Cape Barfleur, after a running fight of an hour and forty minutes, during which she had her second captain killed, and three men wounded, Jan. 16th, 1808. *Foudroyant*, of 10 guns and 25 men, taken off Cherbourg, Aug. 30th, 1808. *Petit Charles*, 26 armed men on board, but with no guns mounted, taken off the Start, May 29th, 1812.

On the 25th Feb. 1813, being then in the chops of the Channel, the wind blowing hard, Lieutenant Tracey had the

misfortune to be captured by *la Gloire*, a French 40 gun frigate, returning from a two months' cruise. His conduct on this occasion is deserving of particular mention.

La Gloire, when first discovered, was to windward. Bearing up under her fore-sail and close-reefed main-top-sail, she arrived within hail of the *Linnet* at 2-30 P.M., and ordered her to strike. Instead of doing so, the brig boldly crossed the bows of the frigate, and, regardless of a heavy fire which the latter commenced, obtained the weather-gage. As *la Gloire* outsailed the *Linnet* on every point, all that Lieutenant Tracey could now do, was to endeavour to out-manceuvre her. This he did by making short tacks; well aware that, owing to her great length, the frigate could not come about so quickly as a brig of less than 200 tons. In practising this manœuvre, the *Linnet* had to cross the bows of *la Gloire* a second and a third time (the second time so near as to carry away the frigate's jib-boom), and was all the while exposed to her fire; but which, owing to the ill-direction of the shot from the roughness of the sea, did no great execution. At length, at 3-30 P.M., having succeeded in cutting away some of the *Linnet's* rigging, *la Gloire* got nearly alongside of her; but Lieutenant Tracey would not yet haul down the British colours. The brig suddenly bore up athwart the hawse of the frigate; and *la Gloire*, had she not as suddenly luffed up, must, as the French captain, Mons. Roussin, says, have passed completely over her. Two broadsides from *la Gloire* now carried away the bowsprit, fore-yard, and gaff of the *Linnet*, and compelled her to surrender. Such seamanship and intrepidity, on the part of Lieutenant Tracey, shew where *la Gloire* would have been, had he encountered her in a frigate.

The *Linnet* was carried into Brest, and her late commander, officers, and crew, remained as prisoners until the end of the war. On the 31st May, 1814, a court-martial was held on board the *Gladiator*, at Portsmouth, to try them for the loss of their vessel; when, in addition to an honorable acquittal, Lieutenant Tracey was highly complimented for "his judicious and seamanlike manœuvres, for his cou-

rage and judgment, and for his endeavour to disable the enemy, though his efforts were not completely successful." On the 11th of the following month, he was promoted to the rank of commander—a just reward for his truly meritorious conduct.

This officer married, May 3d, 1825, Mrs. Knight, of Gosport, only sister of the Rev. J. R. Cooper, of Emsworth, co. Hants.

HERBERT WILLIAM HORE, Esq.

WAS made a lieutenant in Nov. 1808, and commander on the 11th June, 1814. He died at Ryde, in the Isle of Wight, Jan. 10th, 1823, aged 36 years.

ROBERT TOMLINSON, Esq.

WAS made a lieutenant in April, 1782; but we find no particular mention of him until Oct. 1797, when he commanded the Speedwell hired armed vessel, and captured two French privateers, *les Amis* and *le Telemachus*, in the British Channel. He subsequently, in company with the *Valiant* lugger, captured *l'Espérance* and *le Speculateur*, each of 14 guns, on the same station. In Feb. 1801, he engaged and beat off a Spanish flotilla, on which occasion the *Speedwell* had two men wounded.

In Feb. 1805, Lieutenant Tomlinson was appointed to the command of the *Dexterous* gun-brig. On the 11th of Sept. following, being then on the Gibraltar station, he fell in with eight Spanish heavily armed vessels, having under their protection a number of merchantmen, from Malaga bound to Algeziras. Notwithstanding the vast superiority of the enemy's force, he not only captured seven of their charge, but also cut off and secured a gun-boat, mounting one long 24-pounder and one carronade, with a complement of thirty men.

This officer continued to command the *Dexterous* until promoted to his present rank, June 15th, 1814.

NATHANIEL VASSALL, Esq.

OBTAINED his first commission in Nov. 1790; and was wounded, while serving as one of Nelson's lieutenants, at the memorable battle of the Nile. During the whole of the late war, he commanded the Juniper schooner, of 10 guns. His promotion to the rank of commander took place on the 15th June, 1814. He died Sept. 8th, 1832.

GEORGE NORTON, Esq.

WAS made a lieutenant in Nov. 1790, from which period we find no mention of him until Feb. 18th, 1807; when the Inveterate gun-brig, under his command, was wrecked near St. Valery-en-Caux, and four of her crew perished. During the remainder of the war, he was a prisoner in France. His commission as commander bears date June 15th, 1814.

THOMAS HENRY WILSON, Esq.

WAS made a lieutenant into the Boyne 98, flag-ship of Sir John Jervis, Feb. 11th, 1794. He appears to have been wounded, while serving on shore, at the reduction of Martinique; and, if we mistake not, he commanded the Venom gun-vessel during the subsequent operations against St. Lucia and Guadaloupe.

On the 21st April, 1800, Lieutenant Wilson, then commanding the Lark hired armed lugger, and employed off the Texel, drove on shore a French cutter privateer, of 10 guns and 36 men. On the 25th of the same month, he chased and came up with another vessel of the description, which, after engaging him a short time, ran ashore on the Vlie Island, where she defended herself pretty well for an hour, at the end of which the French crew were seen escaping to the land, under the cover and protection of about 100 troops. Lieutenant Wilson immediately hoisted out his small boat, di-

rected the larger one to follow him, and lost no time in boarding the enemy's vessel, which he succeeded in getting afloat, although greatly annoyed by musketry from the shore. She proved to be the Impregnable of fourteen guns, two of which were long 9-pounders, and, as appeared by her log, she had on board, during the engagement, about sixty men. This vessel had been particularly successful during her former cruises, and was one of the greatest pests that infested the British coast.

The Lark was attached to the fleet under Sir Hyde Parker, sent against the Northern Confederacy, in Mar. 1801. Lieutenant Wilson obtained his present rank on the 15th June, 1814.

HENRY ROWED, Esq.

Son of the late Henry Rowed, of Caterham Court, co. Surrey, Esq.

This officer obtained his first commission on the 30th May, 1794; and was wounded while serving with the Anglo-Russian armies, at the Helder, in Sept. 1799. We next find him commanding the hired armed cutter *Union*, employed on the coast of France, where, in May 1800, he displayed great gallantry at the attack and capture of two merchant brigs, under a heavy fire from the shore. On the 9th Sept. 1803, being then in command of the hired cutter *Sheerness*, he performed another exploit, for the account of which we are indebted to Mr. James:

“Lieutenant Henry Rowed, having the look-out on the French fleet in Brest harbour, observed, close in shore, two *chasse-marées* stealing towards the port. Sending a boat, with the mate and seven men, to cut off one, the *Sheerness* herself proceeded in chase of the other, then nearly five miles distant, and close under a battery about nine miles to the eastward of *Bec du Raz*. At 10 A. M. it fell calm, and the only mode of pursuing the enemy was by a small boat suspended at the stern of the *Sheerness*, and which with difficulty would contain five persons. Lieutenant Rowed acquainted the crew with his determination to proceed in this boat, and called for four volunteers to accompany him. Immediately John

Marks the boatswain, and three others, came forward; and the boat put off in chase of the *chasse-marée*, then about four miles distant, and, by the aid of her sweeps, nearing the shore very fast.

"After the boats had pulled for two hours, the *chasse-marée* was seen to run on shore under the above-mentioned battery. Notwithstanding this, and that there were thirty French soldiers drawn up on the beach to protect the vessel, Lieutenant Rowed continued the pursuit; and, as he laid her on board on one side, her crew deserted her from the other. It was then that the soldiers opened a heavy fire of musketry upon the British, who immediately commenced cutting the cable, and used other means to get the vessel afloat. In order that the soldiers might not see how to point their pieces, the fore-sail was hoisted; but the haliards, almost at the same moment, were shot away. Fortunately for the enterprising crew now on board the *chasse-marée*, the tide was flowing and aided their exertions: she got off, and the boat commenced towing her from the shore. Fortunately, also, not a man of the five was hurt, although forty-nine musket-balls, intended for them, had lodged in the side and masts of the vessel.

"Scarcely had the prize been towed a third of a mile, when a French boat, containing an officer and nine men, armed with muskets, and who had pulled up in the wake of the *chasse-marée* unobserved, suddenly made her appearance alongside. In an instant, and without waiting for any orders, John Marks, dropping his oar, and neglecting to take any kind of weapon in his hand, leaped from the boat on board the vessel; and, running to the side close off which the enemy lay, stood, in a menacing attitude, unarmed as he was, for at least half a minute, until his four companions, with a supply of muskets and ammunition, and who could only quit their ticklish boat one at a time, got to his assistance. If not astonishment at the sight, it must have been a generous impulse, that prevented the Frenchmen from shooting or cutting down the brave boatswain; for they were, it seems, near enough to have done even the latter. Seeing that Lieutenant Rowed and his four men were determined to defend their prize, they, after a feeble attempt to get possession, sheered off, keeping up for a short time, as they receded from the vessel, an ineffectual fire of musketry. The battery also opened a fire upon her as she was towing off; but it proved equally harmless with that from the soldiers, both on the beach and in the boat."

In consequence of this truly gallant exploit, the Committee of the then recently established Patriotic Fund at Lloyds, resolved that a sword of £50 value, with a suitable inscription, or that sum in money, at his option, should be presented to Lieutenant Rowed, "as a token of the sense entertained of his distinguished merit;" and that a silver

call and chain, likewise suitably inscribed, should be given to John Marks, "for his exemplary bravery*."

Mr. Rowed's last appointment was, Nov. 6th, 1811, to the Swan cutter; in which vessel he continued until promoted to the rank of commander, June 15th, 1814. He died on the 6th Jan. 1831.

JOHN WATSON, Esq.

OBTAINED the rank of lieutenant in Aug. 1794; and, during the late war, commanded the Aggressor gun-brig, for several years, on the Baltic and North Sea stations. His commission as commander bears date June 15th, 1814.

JOHN FENNELL, Esq.

OBTAINED his first commission in Oct. 1794; and was taken prisoner while serving as senior lieutenant of la Minerve frigate, Captain (now Sir Jahleel) Brenton, July 2d, 1803 †. He continued in France during the remainder of the war, a period of nearly eleven years; and was promoted to his present rank on the 15th June, 1814.

WALTER BOSWELL, Esq.

WAS made a lieutenant in Mar. 1795. He commanded the Conquest gun-brig, principally employed on the Jersey station, from Oct. 1804 until advanced to his present rank, June 15th, 1814.

* The Patriotic Fund was established on the 20th July, 1803, between which period and Mar. 1st, 1820, the amount of subscriptions was £595,000; the greatest part of which appears to have been paid away in annuities and donations, swords, vases, and other honorary marks of distinction.

† See Vol. II. Part I. p. 266.

JOHN ROW MORRIS, Esq.

WAS made a lieutenant in May 1795. During the late war, he commanded the Insolent gun-brig, and Pioneer schooner, from which latter vessel he was promoted to his present rank on the 15th June, 1814. He is now an inspecting commander of the Coast-Guard.

JOHN LAMBERT, Esq.

WAS made a lieutenant in Feb. 1796; and had the misfortune to be wrecked in the Shannon frigate, Captain Edward Leveson Gower, under the batteries of Cape La Hague, Dec. 10th, 1803. In consequence of this disaster, he was upwards of ten years a prisoner at Verdun. His commission as commander bears date June 15th, 1814.

This officer married, 1st, in Aug. 1809, Miss Leigh, daughter of a fellow captive; and, 2dly, May 29th, 1822, Catharine, daughter of the late Rev. Thomas Cobb, of Ightham, co. Kent.

GEORGE NINIS, Esq.

WAS made a lieutenant in Mar. 1799; and commander on the 15th June, 1814.

JOHN SEAGER, Esq.

WAS made a lieutenant in April, 1799; and commander on the 15th June, 1814.

ALLAN STEWART, Esq.

OBTAINED his first commission in Aug. 1799; and was senior lieutenant of the Alceste frigate, commanded by the late Sir Murray Maxwell, at the capture and destruction of a

Spanish convoy, under the batteries of Rota, near Cadiz, April 4th, 1808.* The following is an extract of his captain's official letter on that occasion :

"The situation of our little squadron was rather a critical one, tacking every fifteen minutes close on the edge of the shoal, with the wind in, and frequently engaged both sides. In the heat of the action, the first lieutenant, Allan Stewart, volunteered to board the convoy, if I would give him the boats. I was so struck with the gallantry of the offer, that I could not refrain from granting them, although attended with great risk. He went, accompanied by Lieutenants Pipon and Hawkey, of the royal marines (who most handsomely volunteered to go, as their men were chiefly employed in working the ship); Messrs. Arscott and Day, master's-mates; and Messrs. Parker, Adair, Croker, M'Caul, and M'Lean, midshipmen; they were soon followed by the Mercury's boats, under the command of Lieutenant Watkin Owen Pell, who was accompanied by Lieutenant Gordon, Lieutenant Whylock (R. M.), and Messrs. Du Cain and Comyn, master's-mates. The boats, led by Lieutenant Stewart, pushed on in the most gallant manner, boarded and brought out seven tartans from under the very muzzles of the enemy's guns, and from under the protection of the barges and pinnaces of the combined fleet, which had, by that time, joined the gun-boats" [twenty in number].

In the summer of 1810, Lieutenant Stewart, after having assisted in destroying several armed vessels and martello towers, on the coast of Italy, was sent with a message from Captain Maxwell to the French officer commanding at the mouth of the Tiber; who, disregarding the sanctity of a flag of truce, confined him for several weeks in a dungeon, and at length sent him off as a prisoner to Verdun†. His promotion to the rank of commander took place on the 15th June, 1814.

ROBERT SHED, Esq.

Is the son of a warrant officer. He was made a lieutenant in Dec. 1799; and commander June 15th, 1814.

* See Suppl. Part I. p. 312.

† See Vol. III. Part II. p. 44.

JOHN JULIAN, Esq.

WAS born at Plymouth in Nov. 1778; and entered into the royal navy, as midshipman on board the *Druid* frigate, Captain Joseph Ellison, in Nov. 1793. He also served under the same officer in the *Standard* 64, from which ship he was removed to the *Captain*, a third rate, successively commanded by Captains John Aylmer and Sir Richard J. Strachan. His first commission bears date Dec. 27th, 1799.

On the 9th Nov. 1800, Mr. Julian, then lieutenant of the *Havock* sloop, Captain Philip Bartholomew, suffered shipwreck in St. Aubyn's bay, Jersey; and with difficulty escaped to the shore, after remaining for nearly twelve hours in an almost perishing condition. In the early part of the late war we find him serving under Captains John Child Purvis and Edward Codrington, in the *Royal George*, first rate, and *Orion* 74; the latter ship forming part of Nelson's fleet at the glorious battle of Trafalgar. After that memorable event, he was five years first lieutenant of the *St. Albans* 64, Captain Francis William Austen; and *Boyne* 98, bearing the flag of Rear-Admiral Sir Harry Neale. In 1812, he commanded the *Teaser* gun-brig, and succeeded in effecting his escape from the French frigate *Arethusa*, after a chase of two nights and three days, frequently within musket shot. His last naval appointment was, June 2d, 1813, to the *Racer* schooner, in which vessel he continued until promoted to the rank of commander, June 15th, 1814. He died at Kingsbridge, co. Devon, whilst employed in the coast-guard service, in 1828; leaving eight children, the eldest only sixteen years of age.

EDWARD COLLINS, Esq.

OBTAINED his first commission in Dec. 1800; and served as flag-lieutenant to Rear-Admiral Penrose, during the operations on the north coast of Spain, in 1814*. He subse-

* See Suppl. Part II. p. 281.

quently acted as commander of the Martial sloop, employed in the river Gironde*. This officer married, in 1809, the eldest daughter of T. Carlyon, of Trogehan, co. Cornwall, Esq.

HENRY BAKER (a), Esq.

WAS wounded while acting as third lieutenant of the Alc-mene frigate, Captain Samuel Sutton, at the battle of Copenhagen, April 2d, 1801. His appointment to that ship was confirmed on the 7th of the same month. He obtained the rank of commander on the 15th June 1814; and died in April 1823.

RICHARD WILBRAHAM, Esq.

WAS made a lieutenant in Oct. 1801; and commander, June 15th, 1814.

GEORGE INGRAM, Esq.

WAS made a lieutenant in Jan. 1802; and served as such under Captain Henry Gordon, in the Wolverine sloop, until that ship was captured by a French frigate-built privateer, of very superior force, Mar. 28th, 1804†. After suffering captivity for ten years, he was advanced to his present rank, June 15th, 1814.

JOSEPH CORBYN, Esq.

WE first find this officer acting as lieutenant of la Sybille frigate, Captain Charles Adam; and distinguishing himself in the command of her boats, during the blockade of Batavia, in 1800‡. He afterwards assisted at the capture of la Chif-

* See Suppl. Part II. p. 287. † See Vol. II. Part II. p. 936.

‡ See Suppl. Part I. p. 143.

foné French frigate, in Mahé Road, island of Seychelles * ; and subsequently served under the same officer, in the Resistance 38, on the Channel and Mediterranean stations. On the 8th Mar. 1809, the boats of that ship, under his direction, captured a 4-gun battery, and destroyed a French armed schooner and a chasse-marée, in the port of Anchové, near Cape Machicaco.

From the Resistance, Lieutenant Corbyn followed Captain Adam into the Invincible 74, which ship was most actively employed in co-operation with the Spanish patriots, during the siege of Tarragona, by the French army under Marshal Suchet, in May 1811 †. On the 4th April 1813, an official letter, of which the following is a copy, was addressed by Captain Adam to Vice-Admiral Sir Edward Pellew :

“ Sir,—The Baron D'Eroles having requested I would co-operate in an attack upon the enemy's posts at Ampolla and Perello, near the Ebro, two boats of H. M. ship Invincible, armed with carronades, under the directions of Mr. Corbyn (the first lieutenant), and a Spanish felucca, in which a party of troops were embarked, left Salo bay on the afternoon of the 1st inst., with orders to attack the post at Ampolla. The troops were landed within two miles of it, about one o'clock in the morning, and the battery of two 18-pounders was completely surprised, the sentry having been shot. The guns were then turned on the fortified house in which the greater part of the guard were posted, who evacuated it immediately, and most of them escaped, but some of them were afterwards taken at Perello.

“ That place, which is two leagues inland from Ampolla, was immediately invested by a detachment of the Baron's troops; and upon the enemy refusing to receive a flag of truce, the walls of the town, which were filled with loop-holes, were scaled, and a large square tower in the middle of the town, into which the French retreated, was instantly surrounded.

“ Owing to light winds and calms, I was not able to anchor the Invincible in Ampolla bay until the afternoon of the 2d. Two field-pieces were then landed, and sent to Perello, under the direction of Lieutenant Corbyn, assisted by Lieutenant Pidgley and the midshipmen attached to the guns. They were placed in a house near the tower, and at daylight the next morning opened upon it.

* See Vol. II. Part I. p. 222 *et seq.*

† See Vol. II. Part I. p. 225 *et seq.*

“ After a very resolute defence, two breaches having been made in the tower, it surrendered, and a lieutenant and 33 soldiers were made prisoners. The enemy had one killed and three wounded; but I have the satisfaction to say, that only one man belonging to this ship was wounded. The Spaniards had two killed.

“ At Ampolla, two small privateers fell into our hands, which had been employed in communicating with Tarragona, and intercepting the trade passing the mouth of the Ebro. The post appears to have been established chiefly for the protection of this description of vessels and their prizes. By the taking of Perello, the enemy's communication with the Col de Balageur is very much straitened, as it is on the high road from that place to Tortosa.

“ The Baron D'Eroles speaks in the highest terms of the assistance afforded him by Lieutenant Corbyn, and the officers and men under his directions; and I have great satisfaction in reporting it to you. I have the honor to be, &c. (Signed) “ C. ADAM.”

Lieutenant Corbyn was next employed on shore at the siege of the fort of Col de Balageur, situated in a most difficult pass, through which the high road from Tortosa to Tarragona winds, and the key of the only road by which cannon could be brought into Catalonia from the westward, without going round by Lerida. This fort had twelve pieces of ordnance mounted, including two 10-inch mortars and two howitzers; and the surrounding heights were found so difficult of access, that it was a work of the greatest labour to establish the necessary batteries before it. One of these, mounting two 12-pounders, two field-pieces, and a howitzer, was placed under the command of Lieutenant Corbyn, who kept up an admirable fire, diverting the attention of the enemy from another party of the besiegers employed in the construction of a breaching battery. In his official letter to Rear-Admiral Hallowell, reporting the surrender of the fort, June 7th, 1813, Captain Adam says:

“ I cannot conclude without calling to your notice the indefatigable exertions of Lieutenant Corbyn, both in getting the guns up to the battery he commanded, and the excellent fire he kept from them afterwards; and I feel highly gratified in noticing the conduct of so old and excellent an officer, with whose value I am well acquainted, from a service of many years together*.”

* See Suppl. Part III. pp. 201—204.

Lieutenant Corbyn was promoted to the rank of commander on the 15th June, 1814.

ROBERT M'COY, Esq.

SON of Mr. Daniel M'Coy, a master in the royal navy. He was made a lieutenant on the 3d July, 1802; promoted to his present rank, while serving as first of the *Swiftsure* 74, Captain Edward Stirling Dickson, June 15th, 1814; and appointed an inspecting commander in the coast-guard service, April 6th, 1831.

GEORGE CANNING, Esq.

Is the third son of the late Robert Canning, of Hertford, Esq. He entered the royal navy under the auspices of the late Rear-Admiral John Willet Payne*, by whom he was placed, as midshipman, on board the *Russel* 74, bearing the flag of Vice-Admiral M'Bride, on the North Sea station, in the summer of 1796. From this ship he was soon afterwards removed into *l'Impetueux* 78, commanded by his patron, and attached to the Channel fleet; where he continued until that officer's promotion to a flag, in Feb. 1799. He then joined the *Tamar* frigate, Captain Thomas Western, fitting out for the reception of Lord Hugh Seymour, the newly appointed commander-in-chief at the Leeward Islands, to whose patronage he was most strongly recommended.

Shortly after his arrival in the West Indies, Mr. Canning witnessed the surrender of the Dutch colony at Surinam, to the naval and military forces under Lord Hugh Seymour and Lieutenant-General Trigge†; and six days subsequent to that event, he assisted at the capture of the French frigate *Republicain*, mounting 34 guns, with a complement of 250 men, some of whom, however, were absent in prizes. In the short but close action which took place on this occasion (after an anxious chase of more than fifty hours), the enemy's ship was

* See Suppl. Part I. note † at p. 57 *et seq.*

† Aug. 20th, 1799.

reduced to a mere wreck, and sustained a loss of nine men killed and twelve wounded. The Tamar also suffered much in sails and rigging, but had not a man slain, and only two of her crew wounded. On board le Republicain were found about seventy slaves, taken out of English guineamen.

The Tamar subsequently cruised with considerable success, and, together with numerous other prizes, captured the French ship privateer General Massena, of 16 guns and 150 men. Mr. Canning, who had been rated master's-mate immediately after the above action, continued in her until about June 1801; when he was received on board the Leviathan 74, bearing the flag of Rear-Admiral Duckworth, at Martinique. We next find him commanding a tender, and successively visiting Jamaica, Curaçoa, and Trinidad. His first commission (appointing him junior lieutenant of the *Desirée* frigate, Captain Charles B. H. Ross,) bears date Aug. 24th, 1802.

During the peace of Amiens, Lieutenant Canning was frequently despatched in the command of boats up Augusta River, many miles from the ship, to procure bullocks for the squadron of observation then cruising off Havannah. On those occasions he was sometimes absent several days and nights, his party sleeping either in the boats or in tents rigged on shore. On the renewal of hostilities, he was employed both day and night in pressing men from the shipping in harbour on the north side of Jamaica, while the frigate remained in the offing; and he succeeded in securing the services of many able fellows. During the subsequent blockade of Cape François, he commanded the boats of the *Desirée* at the capture of twelve merchant vessels, respecting which services the following official letters were written by Captain Ross:

“ Desirée, Manchineel Bay, Aug. 19th, 1803.

“ Sir,—Having fetched into this anchorage last evening, and seeing from the mast-head, over the land, several vessels at anchor in Monte Christophe roads, I despatched the boats armed, under Lieutenant Canning, to bring them out, which service he performed with credit, under a heavy fire from the batteries, and returned at daylight this morning, with five schooners and a sloop. I have the honor to be, &c.

*“ To Captain Bligh,
H. M. S. Theseus.”*

(Signed) “ C. B. H. Ross.”

"Desirée, Manchineel Bay, Sept. 4th, 1803.

"Sir,—I have pleasure in informing you, that your boats, accompanied by those of H. M. ship I command, returned early this morning, having brought out of Monte Christe all the vessels at that anchorage, to the amount of six sail of schooners, under a smart fire from the batteries, without loss. I have the honor to be, &c.

(Signed) "C. B. H. Ross."

"To Captain Bligh, &c. &c. &c."

On the publication of these letters, in the London Gazette, the Committee of the Patriotic Fund resolved to present Lieutenant Canning with a sword of £50 value.

On the 8th Sept. 1803, the *Desirée* was present at the surrender of Port Dauphin, and a French frigate, la *Sagesse*, of 28 guns. Mr. Canning was afterwards placed in charge of a detained Spanish slave ship; and, on his arrival at Port Royal, appointed, by Rear-Admiral Duckworth, first lieutenant of la *Creole* frigate, Captain Austin Bissell, then about to sail for England, in company with the *Cumberland* 74, and homeward bound trade.

On the 25th Dec. following, in lat. 33° 18' N. long. 66° 12' W., la *Creole* sprung a leak, which soon gained on the pumps, although a number of invalided seamen and French prisoners worked cheerfully and hard at them, in conjunction with her crew. All the guns (except four kept for making signals), and a large quantity of shot and ballast, were then thrown overboard, which, together with a thrummed sail under her bottom, had a temporary good effect. Unfortunately, however, the wind, which had been blowing hard from the S. W., suddenly chopped round to N. W., making a heavy cross sea, causing the ship to labour prodigiously, and her leak greatly to increase. On the morning of the 2d Jan. 1804, the weather having moderated, a survey was held on her by some officers from the *Cumberland*, in consequence of whose report it was immediately determined that she should be abandoned. By 3 p. m. the water in the hold had nearly reached the orlop-deck; and it was evident that the upper works were parting from the lower, somewhere about the water-line. By 4 o'clock, she was entirely deserted; and about dusk, she for ever disappeared.

Mr. Canning's next appointment was, in Feb. 1804, to the *Veteran* 64, Captain (now Sir Richard) King, fitting out at Chatham, for the Boulogne station. In the ensuing year, he followed that officer into the *Achille* 74; of which ship he was fourth lieutenant at the memorable battle of Trafalgar. On his return to England, in Dec. 1805, he was appointed first of the *Princess Charlotte* frigate, Captain George Tobin, then at the Leeward Islands, whither he proceeded in the *Mediator* 44, taking with him an introductory letter to Rear-Admiral Cochrane, commander-in-chief on that station.

Shortly after Mr. Canning's arrival at Barbadoes, the *Princess Charlotte* was ordered to see the homeward bound trade safe past Bermuda, and then to return to the West Indies, in company with the *Unicorn* frigate, Captain Lucius Hardyman. Unfortunately for her first lieutenant, the unexpected appearance of four French frigates, on the 28th May, 1806, in lat. 31° N. long. $58^{\circ} 38'$ W., and their continuing for several days to hover about the convoy, induced the senior officer to keep the whole of the protecting force together, and thereby caused his return to England without promotion.

After refitting at Plymouth, the *Princess Charlotte* was attached to the Irish station, from whence she sailed for Davis's Straits, in company with the *Dryad* and *Diana* frigates, Captains Adam Drummond and Thomas James Maling. Not having had the good fortune to come across the object of their pursuit (a French squadron sent to interrupt the Greenland fishery), these ships returned home by the banks of Newfoundland, where they encountered a violent storm, in which the *Diana* lost her fore-mast, and the *Princess Charlotte* her main-top-mast, by the fall of which several persons were very severely hurt, and others, then aloft, placed in the greatest jeopardy.

Lieutenant Canning's next appointment was to be third of the *Brunswick* 74, Captain Thomas Graves, which ship he commissioned at Portsmouth, early in 1807. During the siege of Copenhagen, in the autumn of the same year, he frequently commanded her boats, and displayed great activity and bravery, in preventing supplies from being thrown into

that city from the islands of Amak and Saltholm. On the surrender of the Danish navy, he was directed to assist Lieutenant Boyd (second of the Brunswick) in fitting out and bringing to England a prize 74, the preservation of which from impending destruction may justly be attributed to his foresight and perseverance.

The ship in question, deeply laden with stores, and full of troops, was passing Huen island, between Copenhagen and Elsinour, when Lieutenant Canning, standing on the fore-castle, observed another prize, the Neptunos 80, at no great distance on the lee-bow, sticking fast with all sail set. Having noticed the track of other large ships, and the wind blowing off the Swedish shore, he immediately called out "luff," but was contradicted by the pilot, who desired the helm to be put up, for the purpose of passing to leeward of the ship aground. There was not a moment to be lost; it might have been fatal: he therefore promptly urged the necessity of keeping more to windward. Lieutenant Boyd, handsomely confiding in him, complied with his desire, and thereby succeeded in getting through the Sound without any accident. The Neptunos, notwithstanding every exertion, remained fast, and was ultimately destroyed.

In Sept. 1808, Lieutenant Canning was appointed first of the Centaur 74, bearing the flag of Sir Samuel Hood, then returning from the Baltic, and whom he subsequently followed into the Hibernia 110, on the Mediterranean station. On the 17th Feb. 1811, he addressed that officer as follows:

"Sir,—What I beg now to submit for your consideration is the destruction of the enemy's fleet at Toulon; and as I have taken the liberty of stating the object I have in view, I presume it will be incumbent on me also to state the means by which I propose to effect that object. They are as follow, viz. by fire-vessels, of which I would employ a certain number, not less than twenty, about 250 tons burthen each, to swim as light as possible, and as taunt and square rigged as the hulls will admit, grappling-irons, &c. with two fast rowing boats, towed one on each side, so that, in case of any accident happening to one, the crew may find resource in the other; one commissioned officer, one petty officer, and seven seamen in each; the whole to be under the command of a captain, either in a line-of-battle ship or a frigate; to proceed (being previously in the day time kept out of sight of the enemy to avoid suspicion, and the enemy's fleet in the

outer road), wind and weather favorable, for the entrance of the harbour, ten in a line abreast, each having another in tow, chained together at a distance of fifteen fathoms, and firmly secured with havsers: in that position bear down on the enemy, on a signal made by the commodore; the headmost one to go on the starboard bow, and sternmost on the larboard bow of the ship to be attacked, by means of which the enemy will be placed between two fires, and if he attempt to tow off one vessel, it will but the more entangle him with the other. It may be proper the attack should be made between the hours of one and two in the morning, and if possible at the setting of the moon. In order effectually to ensure success to an enterprise of such moment, and in which, from the nature of the place, ships of war cannot assist, I farther propose the vessels should be so fitted with combustibles, and have trains so placed, that they should not be set fire to until actually on board the enemy's ships, when the fire must be so sudden and extensive as to preclude all possibility of extinguishing it. The boats are then to put off, and make the best of their way to the commodore, which, from the confusion that must inevitably take place among the enemy, appears probable may be done with trifling loss on our part, particularly as the whole force to be engaged will not amount to 200 men. To prevent, as far as possible, the enemy gaining information of such design, let the vessels be collected and equipped at sea; but I beg to add, that what I have taken the liberty of offering may be liable to alterations and improvements, by abler and more experienced heads than mine; yet I cannot conclude without making a request, if such an enterprise should be undertaken while I have the honor of being under your command, I may be employed on that service, when I will do my best to destroy one of the enemy's ships. With every sentiment of respect and esteem, I have the honor to remain, Sir, your most obedient and humble servant,

(Signed)

"GEORGE CANNING."

A few days after, Sir Samuel Hood was pleased to inform Lieutenant Canning, that he had communicated the contents of his letter to the commander-in-chief, Sir Charles Cotton, who expressed much approbation thereof.

In May 1811, Sir Samuel left the Mediterranean, he having been appointed to the chief command in India; but as Lieutenant Canning was on Mr. Yorke's list for promotion, he remained in the *Hibernia* until June 1812, when he was appointed, by Sir Edward Pellew, acting commander of the *Swallow* sloop, at Port Mahon. In August following, we find him commanding the *Kite* sloop, employed in the Archipelago, on which station he continued, under the orders of Captain Henry Hope and his successor, Captain John Clavell,

until July 1813, an officer appointed by Lord Melville to supersede him not having been able to reach Smyrna at an earlier period. In answer to the application made by a friend, for his confirmation, the following answer was given :

“ *Admiralty, 19th Aug., 1812.*

“ I have had the honor to receive your J.——’s note of yesterday, requesting that Lieutenant Canning may be confirmed in the command of the Kite. I have had much pleasure, in compliance with your wishes, in recommending this officer for an Admiralty vacancy in due season, but I regret that my engagements did not admit of his confirmation on the present occasion, and he had therefore already been ordered to be superseded.

(Signed) “ MELVILLE.”

The following are the official details of an affair which gave rise to a discussion between the British ambassador at Constantinople and the Turkish Government :

“ *H. M. sloop Kite, Oct. 22d, 1812.*

“ Sir,—I beg to acquaint you, that, in obedience to your instructions, cruising in the Archipelago, on the 20th inst. about 5 P. M., a lateen vessel of very suspicious appearance was observed off the south end of Amorgo, the wind light and inclining to calm. I immediately hoisted all the boats out, and sent them, under the command of Lieutenant Williams, in chase of her: it may be proper for me to add, that, before they left the Kite, I plainly saw part of the vessel’s hull from the deck. About 7-20 P. M. we heard the report of three guns, and saw the flashes of several muskets in the direction of the boats: at 9 o’clock they returned, bringing the vessel with them.

“ Hardly, Sir, do I know how to express my feelings, when I acquaint you, as it is my duty to do, the vessel was manned with nine men and one boy, Turks, belonging to Candia, and, as they said, bound to Scala Nova, who having hailed the boats when within pistol-shot, though at peace with all nations, immediately opened what might have proved a most destructive fire upon them, from small carriage guns, by which Thomas Williams, sailmaker, being in the headmost boat with Mr. Hall, the master, received a musket-shot, which passed through the left shoulder and out at the right breast. On boarding the vessel, the Turks threw down their arms. I have now further to inform you, with the deepest concern, for, as on the one hand I felt all the respect due to the flag and the subjects of a nation with whom we are at peace, so, on the other hand, I felt equally for the honor of my country; therefore, as the firing directly into the boats when close to, and when boarded calling out they were Turks, which under those circumstances could only be considered as calling for quarter, evidently appeared to me an act no better than wilful murder and piracy, I have, though

with great reluctance, sunk their vessel: their persons have been held sacred; not a man has received the slightest injury; their property has all been given them, except four small bags of dollars, sealed up, said to contain about 800, which have been reserved as a small remuneration for the wounded man, should he recover. * * * * *

(Signed)

“GEORGE CANNING.”

“*To Captain Clavell, &c. &c. &c.*”

Respecting this affair, the British ambassador at Constantinople wrote to the senior officer in the Archipelago as follows:

“*March 12th, 1813.*”

“Sir,—I received in due time your letter of the 29th January, enclosing a copy of Captain Canning’s report of the circumstances which attended the destruction of the Turkish vessel off the island of Amorgo, concerning which a complaint had been made to me by the Turkish Government, and I have made the best use in my power of the materials furnished by Captain Canning, with a view to inculpate the master of the vessel, and to prove that his conduct had been such as deservedly to draw upon him the punishment he suffered; but, I am sorry to say, I have not succeeded.

“The man appears to have convinced the Turkish Ministers of his entire innocence. They think it not unnatural, that *in the night* he might mistake the English boats’ crews, imperfectly seen, for pirates or robbers, of whom they know there are a number in those seas. They say that all that could be expected of him was that he should cease firing the moment he discovered his error, which he accordingly did; that, however excusable the English might have been, had they sunk the boat in the first moment of irritation, the captain could not be justified in destroying her the next day, in cold blood, when he found that her crew were not pirates or robbers, but peaceable subjects of a friendly power.

“Both the Reis Effendi and the Capitan Pasha have therefore made, and continue to make, urgent applications to me for compensation to the poor man for the loss of his vessel; and I do not think it will be possible ultimately to reject the demand. All that seems practicable is to compound with the sufferer for a part instead of the whole of the sum he asks, and I own it appears to me that it would be advisable to arrange the matter in that way, rather than to make it a subject of public discussion between the two national Governments. I have the honor to be, &c.

(Signed)

“ROB. LISTON.”

In a private letter to the same officer, dated May 31st, 1813, Mr. Liston says:

“The Turkish *boatman* teased and bullied the Ottoman ministers, and the Reis Effendi harrassed *me* so much respecting a compensation for the boat sunk by Captain Canning, that I was at last obliged to pay the man

the 3000 piastres for which he was willing to compound the matter. I have got a receipt in full, signed by the boatman, which I am willing to put into Captain Canning's hand when he thinks proper."

On the 19th Feb. 1813, the acting commander of the Kite made the following report to Captain Clavell :

" Sir,—I beg to acquaint you, that being obliged to anchor some days in the Gulf of Smyrna, occasioned by a gale of wind from the N. E., I arrived in the Straits of Scio yesterday morning, and anchored the Kite in the roads, about a mile from the town ; I proceeded to examine the state of the privateers in that port, and received information that the large settee which has been lying there some months, was nearly ready for sea. The very great protection and encouragement afforded the enemy's privateers in Scio, is a fact of such general notoriety, that it will be perfectly useless in me to dwell on that subject ; but as the injury they have thereby been enabled to do our commerce can be equalled only by the impudence with which they boast of it, I need only mention one single instance, which happened about two weeks ago, among many others, of so flagrant a nature that it attracted the general attention of all concerned in English trade : I allude to the ship belonging to Mr. Hayes, of Smyrna, taken by a row-boat out of Scio, from under the castle of Fojos, being carried to Patmos, where the cargo was sold, the money received, and the privateer's men returned to Scio, ready to commit new depredations of a similar nature, in defiance of all laws which regulate neutral nations, and which have so rigidly been attended to on our part. Duly considering the above circumstances, it appeared to me the most likely means to benefit our general commerce in these seas, if, by retaliating on our enemies, they might be brought to a more civilised mode of warfare, or driven from this neighbourhood as robbers and pirates. For these reasons, I gave to Lieutenant Williams the command of the Kite's boats, having under him acting Lieutenant Booth, and Mr. Edgar, purser, whose services are always voluntary, with instructions to bring out the settee from Scio. The boats left the brig about 2 o'clock this morning, and, I am happy to say, the service was accomplished in a masterly style, without the smallest accident or any kind of alarm. Before day-light, the Kite was under sail, with the privateer in tow, several miles distant from the port ; her rudder was on deck, and sails unbent. I judged it prudent to see her part of the way out of the Archipelago. She is a very fine vessel, about a year old, mounting eight carriage guns, and four others in the hold ; near 100 stand of muskets, complete with powder, &c. &c. &c. ; seventeen men on board ; sails so remarkably fast, that I apprehend few of H. M. ships would have been able to have caught her at sea, therefore calculated to do much mischief to our trade, if in the hands of an enemy. I hope my conduct in this instance will meet your approbation, and that of the commander-in-chief. I send her on to Malta, with a copy of this letter, to Admiral Laugharne. I have the honor to be, &c.

(Signed)

" GEORGE CANNING."

This vigorous proceeding also became a subject of discussion with the Divan, as will be seen by the following extract of Mr. Liston's private letter, dated May 31st, 1813.

"I shall think it fortunate if the measures you have taken to prevent the sale of Captain Canning's prize have the desired effect, and put it in my power to offer conditional restitution to the Porte. But I am sorry to say, things are now so deeply embroiled, that I almost despair of getting out of our difficulties in the way we could wish.

"The French, in consequence of the irregularity committed at Scio, have had the audacity to land at Syra, and take forcible possession of the greater part of the cargo of the ship *Carniola*, which was deposited in that island, under the seal of the parties and of the Turkish Government, awaiting the issue of a difference that had arisen respecting the legality of the capture, by the French, near the island of Milo. This outrage exceeds any thing hitherto perpetrated, and the Minister for Foreign Affairs has sent a message to the French Ambassador, demanding the restitution of the articles carried off. But I have little confidence in the ultimate success of this measure. Buonaparte is not yet low enough to embolden this Government to hold the language it ought upon the occasion."

In Mar. 1813, acting Commander Canning was despatched to the coast of Karamania, where he recovered possession of a polacre ship which had been piratically seized in the Adriatic, and plundered of all her cargo except two butts of oil. This ship he conducted to Smyrna.

On the morning of the 5th June, 1813, a most disastrous affair took place between the boats of the *Kite* and some pirates, assisted by the inhabitants of *Kilidromi*, a small island, situated near the entrance to the Gulf of Salonica. Of forty officers and seamen employed in the boats, twenty were killed and eighteen wounded *; including Lieutenant C. Williams (*to whom strict orders had been given not to land*), Mr. Edgar (purser), and the senior midshipman.

On the 23d of the following month, acting Commander Canning was superseded, at Smyrna, by the present Captain Rowland Mainwaring; and received on board the *Orlando* frigate, for a passage to Malta, where the plague was then raging. Having previously obtained permission from Sir Edward Pellew to return home, coupled with an offer of an ap-

* See *Nav. Chron.* vol. xxxi. p. 26.

pointment in the fleet under his command, he there determined upon proceeding to England, where, after a detention of some time at Gibraltar, occasioned by a violent inflammatory complaint which had nearly proved fatal, he arrived in the beginning of Jan. 1814. His promotion to the rank of commander took place on the 15th June in the same year, previous to which he had been sent back to the Mediterranean, and thereby afforded an opportunity of visiting Palermo, Leghorn, Pisa, Genoa, and Marseilles. He finally returned to Portsmouth, in the Edinburgh 74, Captain John Lampen Manley, in Nov. 1814; since which he has not been employed. The following is extracted from a letter addressed to him by Viscount Exmouth :

" Ashley House, Plymouth, 25th Dec. 1819.

" My dear Sir,—I am much obliged, and indeed pleased, that you have written to me, for I very well recollect, that my opinion and feeling about you, when under my command, was that of conviction that you had merited promotion, and had lost it only by unforeseen changes and events.
* * * * *

He subsequently received another proof of the estimation in which his conduct, while serving as a lieutenant, was held by his superiors :

" London, 6th Nov. 1820.

" My dear Sir,—You may depend on it, I never had in my possession a medal for you, or I would not, I hope, have done you so much injustice as to have thus long detained it from its proper owner. Any certificate I can give towards the attainment of such an emblem of honor I will with pleasure. Believe me, my dear Sir, faithfully yours,

(Signed)

" RICHARD KING."

" To Commander Canning, R. N. "*

In 1818, and the two following years, Commander Canning

* Mr. Boulton, the scientific and venerable proprietor of Soho, whose public exertions were so uniformly distinguished by a patriotism the best directed, solicited the permission of Government, that he might be allowed to strike a medal, at his own expence, in commemoration of the brilliant victory off Cape Trafalgar, and to present one to every officer, seamen, marine, &c. who served that day on board the British fleet. The permission was immediately granted, with the warmest approbation of so laudable a design.

made strenuous endeavours to procure an alteration in the tonnage laws, with a view to the improvement of ship-building; and a few years afterwards, to draw public attention to the very dangerous rapidity with which steam-vessels navigated narrow channels and crowded rivers, in order that the same might be regulated; also, in 1829 and 1830, to procure an alteration in the machinery used on board those vessels, in order to facilitate their movements in turning and winding, which has since been done.

Commander Canning's eldest brother, Jacob, held a commission in the Hertfordshire militia, and died on the 18th June, 1827.

ABEL WANTNER THOMAS, Esq.

WAS made a lieutenant in Oct. 1802. He lost the Grappler gun-brig, on the Isles de Chosey, Dec. 31st, 1803; obtained a pension for wounds, in June, 1813; and was promoted to the rank of commander, on the 15th June, 1814. He appears, during the late war, to have received an honorable testimonial from the Committee of the Patriotic Fund.

JOHN POTENGER GREENLAW, Esq.

WE first find this officer acting as second lieutenant of the Creole frigate, Captain Austin Bissell, which ship, when accompanying a fleet of merchantmen from the West Indies to England, was necessarily abandoned by her officers and crew, Jan. 2d, 1804*. He subsequently served as senior lieutenant of the Naiad, and obtained great credit for the "zealous support" he afforded Captain Carteret (afterwards Sir Philip C. Silvester) in two actions with the Boulogne flotilla, under the immediate inspection of Napoleon Buonaparte†. His first commission bears date May 4th, 1804; and his promotion to

* See p. 229.

† See Supplement Part I. p. 75.

the rank of commander took place on the 15th June, 1814. He married, Sept. 15th, 1814, Miss E. Palmer, of Hammer-smith.

THOMAS GILL, Esq.

Lost his left arm while serving as master's-mate of the Raccoon sloop, Captain Austin Bissell, in action with the French national brig Lodi, on the Jamaica station, July 11th, 1803. He was soon afterwards appointed acting third lieutenant of la Creole frigate, commanded by the same officer, with whom he returned home, after the abandonment of that ship, in the Cumberland 74, early in 1804*. His first commission bears date May 8th, in the latter year. When promoted to the rank of commander, June 15th, 1814, he was serving as senior lieutenant of the Medway 74, Captain Augustus Brine.

THOMAS MANSEL, Esq.

Was made a lieutenant in Sept. 1804; advanced to his present rank on the 15th June, 1814; and appointed an inspecting commander in the coast guard service, April 13th, 1831.

WILLIAM FORBES LEITH, Esq.

OBTAINED a lieutenant's commission in May, 1805; and the rank of commander on the 15th June, 1814.

CHARLES WILLIAM CHALMERS, Esq.

SON of Sir Robert Chalmers, Knt. commander of the lazaretto ship Alexander, stationed at the Motherbank, who died on the 4th Sept. 1807.

We first find this officer serving as midshipman of the Scep-

* See p. 229.

tre 64, Captain Valentine Edwards, on the East India station. When that ill-fated ship was wrecked in Table Bay, Nov. 5th, 1799, he had the good fortune to be on shore*. He obtained a lieutenant's commission in Nov. 1805; the rank of commander, on the 15th June, 1814; and married, July 27th, 1815, Isabella, widow of T. Scott, Esq. of Calcutta.

FREDERICK AUGUSTUS HARGOOD PARKER, Esq.

WAS made a lieutenant on the 22d Jan. 1806. He commanded a boat belonging to the Tartar frigate, Captain Joseph Baker, at the capture of a Danish privateer, on the coast of Courland, May 15th, 1809; and obtained his present rank on the 15th June, 1814.

GEORGE BOWEN, Esq.

WAS made a lieutenant in Feb. 1806; and appointed first of the Apollo 38, Captain Bridges W. Taylor, fitting out at Portsmouth, for the Mediterranean station, April 30th, 1810. On the 13th Feb. 1812, he assisted in capturing the French frigate-built store-ship Merinos, of 20 guns and 126 men, under the batteries of Corsica †; and subsequently the national xebec Ulysse, attached to the Corfu flotilla ‡. On the 21st Dec. in the same year, he commanded the boats of the Apollo, assisted by those of the Weazle sloop, at the destruction of St. Cataldo, the strongest tower between Brindisi and Otranto §. The subsequent reduction of Augusta and Curzola, two islands in the Adriatic, was thus officially reported by his captain:

"H. M. S. Apollo, Curzola, Feb. 4th, 1813.

"Sir,—In compliance with your orders of the 18th January, we proceeded, with 250 men, under Lieutenant Colonel Robertson, on board the Apollo, Esperanza privateer, and four gun-boats, to the attack of Augusta, and I have the honor to acquaint you, that it surrendered on the 29th.

* See Suppl. Part II. p. 117.

† See Vol. III. Part I. p. 292.

‡ See *Id. ib.*

§ See *Id. ib.*

“ During this service, which was attended with excessive fatigue, by the nature of the mountains over which we had to pass, a distinguished share fell to Captain Rorica, who, with fifteen Calabrese, Mr. Thomas Ullock, purser, an artilleryman, and our guide, spiked the guns of the lower battery, under musketry of the fort; likewise to Captain May (35th regiment), Lieutenant George Bowen, and Mr. Ullock, with forty men, and the assistance of the inhabitants, who destroyed a store of provisions, and took a serjeant of artillery and two other soldiers, in the town, also under the musketry of the fort. I do not mean, by mentioning these in particular, to take from the merits of others, who were all equally zealous. I cannot either avoid mentioning the great exertions of the gun-boats, under Lieutenant M'Donald (35th regiment), the barge, launch, and yawl, under Messrs. William Henry Brand, William Hutchinson, and William David Fowkes, midshipmen of the Apollo; they drew a continual fire of the fort and battery upon them, and captured a boat attempting to escape with despatches.

“ The fort stands upon the pinnacle of a mountain, which position is so strong, that fifty English soldiers, with the good disposition of the inhabitants, are likely to resist any force the enemy may send against it. Its garrison consisted of 139 men. It has one mortar, one 18-pounder, and two 8-pounders: there are three 18-pounders in the lower battery, and several musketry outworks. We have only to lament the loss of one man on our side, (an inhabitant) killed; the enemy had one wounded.

“ Lieutenant-Colonel Robertson having left a garrison in Augusta, we sailed on the 1st instant, with the Imogene (sloop), and a gun-boat, to attack this island.

“ Although it blew excessive hard in squalls, we succeeded in landing 160 soldiers, 70 seamen, and 50 marines, with a howitzer and 6-pounder field gun the same night, at Port Bufalo, which enabled Major Slessor (35th regiment,) with the flankers, to surprise the hill, with a musketry work upon it that commands the town.

“ Hearing that 300 of the enemy's troops, to relieve Augusta, were arrived on the opposite shore (Sabionalla), I directed Lieutenant Charles Taylor, acting commander of the Imogene, to bring away or destroy their boats, and if fired at from Curzola, not to return it to the town; which instructions he obeyed with the utmost forbearance, as he fired over all, when their fire was directed at him. Mr. Antonio Parbo, commander of the gun-boat, likewise behaved gallantly; his vessel was hulled three or four times.

“ Finding that the enemy appeared determined to hold out (although our field guns were upon the hill, and our advance in the suburbs within pistol-shot), and that the civic guard were collecting in the country, I took off the Apollo's seamen to attack the sea batteries, which, in the morning of the 3d, after about three hours' firing, we silenced; they then agreed to capitulate; and, I am happy to add, that we thereby have captured the

privateer which molested the trade of the Adriatic so much, also two of her prizes.

"I have to lament the loss of two seamen, killed by grape; one man drowned, by the sinking of the yawl; and one slightly wounded. I have also to regret that the ship's main-mast is very badly wounded, as well as a quantity of rigging cut.

"Upon the walls of the town, and in its towers, were three 18-pounders and eight small guns. The day the island surrendered, we captured several vessels in the channel, bound to Ragusa and Cattaro, principally with grain, for which those places were in great distress. We have also had the satisfaction of returning a quantity of church plate, bells, &c. which had been seized by the French, and were about to be carried away from Curzola and Augusta. I have the honor to be, &c.

(Signed)

"B. W. TAYLOR."

"*To Rear-Admiral Fremantle.*"

The active manner in which the Apollo was employed during the remainder of the French war, has been stated in Vol. III. Part I. p. 293, *et seq.* We have only to add, that Mr. Bowen continued as her first lieutenant until advanced to his present rank, June 15th, 1814.

HENRY TAYLOR, Esq.

OBTAINED the rank of lieutenant in Mar. 1806; and commanded the Olympia cutter, on the Cape of Good Hope station, during the operations against the island of Bourbon, in 1810. On his return from thence to England (having then on board the officers charged with the naval and military despatches, announcing the reduction of that colony; and also Captain Matthew Flinders, the celebrated navigator, who had recently been liberated from his confinement at Mauritius,) he captured the French brig Atalante, pierced for eighteen guns, two only mounted, with a valuable cargo, from Port Louis, bound to Bourdeaux.

In May, 1811, the Olympia was taken by the enemy, off Dieppe; and Lieutenant Taylor appears to have remained in captivity from that period until towards the close of the war: he was granted a pension for wounds, in Dec. 1813; and promoted to the rank of commander, June 15th, 1814.

This officer married, in 1814, Harriet, daughter of Mr. Robert Vazie, civil engineer.

CHARLES HAULTAIN, Esq.

ELDEST son of the late Lieutenant-Colonel Theodore Haultain (of the Commandry in the city of Worcester), who was captain of the 37th regiment at the battles of Minden, Warburg, Fillinghausen, &c.; and who also saw much other service, both in Germany and North America*.

Mr. CHARLES HAULTAIN was born at London, in Dec. 1787; and appears to have entered the royal navy, in Jan. 1800, as midshipman on board the *Agincourt* 64, then bearing the flag of his patron, the late Sir Charles Morice Pole; commander-in-chief at Newfoundland; but subsequently employed on the North Sea station, and in conveying H. M. 25th regiment to Egypt †. During the peace of Amiens, he served in the *Bonne Citoyenne* and *Vincejo*, sloops, both stationed in the Mediterranean.

On the renewal of hostilities, Mr. Haultain joined the *Cerberus* 32, Captain William Selby, which ship bore the flag of Sir James (now Lord De) Saumarez, at the very spirited attack made by that distinguished officer upon the batteries and invading flotilla at Granville, Sept. 14th, 1803 †.

Mr. Haultain afterwards served for a short time in the *Thisbe* 28, armed *en flûte*; and was sent from her, by order of the Admiralty, to join the *Glory* 98, bearing the flag of Sir John Orde, off Cadiz. In this ship he witnessed the capture of two Spanish third rates, by the fleet under Sir Robert Calder, July 22d, 1805 §. In Mar. 1806, having passed his examination, he was removed into the *Ocean* 98, flag-ship of Lord Collingwood, who, on the 26th of the following month, presented him with a lieutenant's commission. Between this

* Lieutenant-Colonel Haultain died in 1806: his wife was the youngest daughter of the late Arthur Stert, formerly of Lisbon, Esq.

† See Vol. II. Part I. p. 141.

‡ See Suppl. Part I. p. 44.

§ See Vol. I. Part I. p. 405.

period and the beginning of 1809, we find him successively serving in the *Prince* 98, *Excellent* 74, and *Queen* 98, off Cadiz.

In the spring of 1809, Mr. Haultain was appointed first lieutenant of the *Décade* 36, on the Irish station; and a few months afterwards to the *Active* 38, Captain (now Sir James A.) Gordon, fitting out at Chatham, for the purpose of reinforcing the Adriatic squadron. While belonging to the latter frigate, he suffered so greatly in his health, from the constant severe and harrassing service on which both the ship and her boats were employed, that he was obliged to go to sick quarters at Malta, and finally to invalid. His next appointments were, about Sept. 1811, by desire of Sir Charles Cotton, to the *San Josef* 110; and in the spring of 1812, shortly after the demise of that esteemed admiral*, to the *Egmont* 74, Captain Joseph Bingham, then on the North Sea station. In the course of the latter year, he sailed for the Baltic, under the flag of the late Sir George Hope, who had been ordered to escort to England a Russian fleet, placed under British protection †.

While on this service, Lieutenant Haultain was recalled home, to give evidence on the trial of the Marquis of Sligo, for seducing seamen from H. M. ships at Malta, in May, 1810. The details of the said investigation are to be found in the *Naval Chronicle*, vol. 29, pp. 65—73, and 163—169.

The *Egmont* was subsequently employed in cruising against the Americans, but met with no success. On her return to Spithead, it was understood that a number of gun-boats were equipping at Sheerness (in hopes of saving Hamburgh from the grasp of the French), and Mr. Haultain, considering how little chance he had of obtaining promotion, while junior lieutenant of a line-of-battle ship, immediately wrote to Viscount Melville, volunteering to serve in this flotilla. His offer was accepted, and he soon had the satisfaction of finding himself appointed the senior officer of twelve

* See Vol. II. Part I. note † at p. 447.

† See Vol. I. Part II. p. 725.

gun-boats, placed under the command of Captain Arthur Farquhar, commanding la Desirée frigate, and about to assume the direction of the Heligoland squadron.

It is impossible to imagine any thing more miserable than the state of these gun-vessels. They were originally built for the Walcheren expedition, and had ever since been in the river Medway, exposed to all weathers. They were now hastily fitted out, armed with two long 24-pounders, and manned with 24 men each; but had no subordinate officers whatever, to assist the lieutenants in command. Strips of tarred canvas were obliged to be applied to their sides and decks, in order to keep the crews dry; and seldom have officers or men undergone such privation, and for such a length of time, as did Mr. Haultain and his associates. Had it not been for the unremitting kindness of Captain Farquhar, and the officers of la Desirée, miserable indeed would have been their situation. To use the words of that brave and zealous commander, "*a month's service in these boats was equal to a year in any other.*"

We have stated in Suppl. Part III. p. 191, that Cuxhaven was re-occupied by the French on the 8th May, 1813. In the following month, Captain Farquhar arrived at Heligoland, and immediately directed his whole force to attack their batteries, for the purpose of trying their strength, as well as to exercise the flotilla. A heavy cannonade, within pistol-shot, accordingly took place, and was continued until the enemy's works had evidently suffered much damage, when the squadron and gun-boats retired with small loss. From this period, scarcely a week passed without the latter being engaged either with the enemy on shore or afloat.

In Sept. 1813, Lieutenant Haultain volunteered to attack eight Danish gun-vessels, lying at Busum, a small and intricate harbour, near the mouth of the Elbe. Captain Farquhar not only agreed to his proposal, but reinforced the flotilla with the boats of the squadron, placed under the command of Lieutenant Samuel Radford, first of la Desirée, and accompanied the whole in his gig. After great labour at the oars, for twelve hours, among shoals and sand-banks which

no one knew any thing of, they arrived within range of the enemy, whose vessels were drawn up in a line, close to the shore, and who immediately opened a heavy fire. Nothing could exceed the mortification of the British, when, on endeavouring to close, they found the Danes protected by a sand-bank in their front, and that the narrow channel in which they lay, could be only entered at spring tides, and with the aid of experienced pilots. Lieutenant Haultain, two of whose vessels had got aground, was therefore obliged to content himself with endeavouring to destroy them, in which he persevered for two hours, during which nearly the whole of his ammunition was expended, and several of his officers and men killed and wounded; among the former, a midshipman of *la Desirée*; and among the latter, Lieutenant Francis Darby Romney, commanding a gun-boat. Having at length driven two of the Danish vessels on shore, and finding the tide ebb rapidly, he reluctantly abandoned his gallant enterprise, and returned to the squadron off Cuxhaven; on rejoining which, he received the approbation and thanks of Captain Farquhar, than whom no one more lamented, that the situation of the enemy precluded the possibility of success in such an undertaking.

About this time, Lieutenant Haultain had a narrow escape from drowning. Having been called on board *la Desirée* by signal, in endeavouring to reach the ship, the tide running nine or ten miles an hour, his boat, a small two-oared punt, upset, and one of his crew perished: the other man and himself were fortunate enough to reach the launch astern of the frigate, and thus escaped a similar dreadful fate.

In the following month, the gun-boat under the immediate command of Lieutenant Haultain, with three others, having suffered much by recent gales, and the firing of their exceeding heavy guns, were considered not sea-worthy, and ordered to be laid up at Heligoland. Disliking the idea of going home while there was a probability of any thing to do; and hearing that the allies, under the Crown Prince of Sweden, were advancing, he wrote for, and obtained permission to join them as a volunteer. On his arrival at Bremen, he was at-

tached to a battalion of Russian infantry, selected, with some Cossacks, to co-operate with the British squadron and flotilla in the reduction of the strong fortresses commanding the entrance of the Weser *. Captain Farquhar's official report of this service was never made public; but in his despatch announcing the subsequent capture of Cuxhaven, he says, "*Lieutenant Haultain, whom I had occasion to mention on a recent occasion as a volunteer, continued his services; and, with all the officers and men of the squadron employed on this occasion, merit my best thanks †.*"

The operations in the Weser and Elbe having been completed by the subjugation of the important fortresses of Blexen, Bremer-lehe, and Cuxhaven, Lieutenant Haultain rejoined the allied army, which he found blockading Rendsburg, in Holstein, with the head-quarters at Keil. He was soon afterwards despatched by the Crown Prince to assist at the siege of Gluckstadt, then about to be undertaken by the Swedish General Baron de Boyé, in conjunction with Captain Farquhar. During the operations against that place, he was the senior lieutenant employed in the seamen's battery, under the command of Captain (now Sir Andrew Pallett) Green ‡. After the surrender of Gluckstadt, he returned to England in the *Desirée*; and on the 15th June following §, was promoted to the rank of commander; since which his utmost endeavours to get employment have been fruitless.

In 1819, Baron Steirnheld, His Swedish Majesty's ambassador at London, transmitted to Commander Haultain a gold medal, and the following letter:

"Stockholm, ce 1er Fevrier, 1819.

"*Armée Suedoise,*

Bureau de l'Etat Major Général.

"Monsieur le Capitain de Haultain. Sa Majesté le Roi de Suede et de Norvège voulant vous donner, Monsieur, un temoignage public de Sa haute satisfaction pour l'activité, la bravoure, et le zèle, que vous avez déployés pendant le siège de Gluckstadt, en 1813 et 1814, m'a ordonné de

* See Vol. III. Part II. p. 234.

† See Suppl, Part III. p. 251, et seq.

‡ See *Id.* pp. 390 and 392.

§ 1814.

vous envoyer la médaille en or ci-jointe destinée aux officiers de tout grade, pour action d'éclat et trait de bravoure.

“ En m'acquittant des ordres de Sa Majesté, je vous prie, Monsieur, d'agréer l'assurance de ma parfaite considération.

(Signed) “ Le Général Baron DE BJOINSTJERNA.

“ Chef de l'Etat Major Général de l'Armée.”

At subsequent periods, Commander Haultain received the following honorable testimonials :

“ *Culderry House, Oct. 26th, 1827.*

“ My dear Sir,—I had the happiness of receiving yours of the 23d inst. this morning ; and it affords me great pleasure to hear you are perfectly well. Could I be of any service to you, either in procuring employment or obtaining promotion, I would do it with much gratification to myself, and in great justice to His Majesty's naval service.

“ I have by no means forgot your valuable services while I commanded the *Calliope*, and was senior officer of the squadron in the German rivers, in the year 1813 ; and I can say with truth, that you were on all occasions most ready and willing in furthering my views for the good of His Majesty's service. I am, my dear sir, yours very truly,

(Signed) “ JOHN M'KERLIE.”

“ *Edinburgh 14th Nov. 1827.*

“ My dear Sir,—It is some time since I was favored with your letter of the 22d ult. which I should have replied to ere this, but from the circumstance of my having been absent from home, and therefore unable to procure the documents which you mention, and which could best enable me to send you such a certificate as I was, and am still, anxious to do, and which your conduct, whilst under my orders, so well merited. I lament to say, that to this moment I have been unable to procure the documents alluded to ; some of my official letter books are missing or mislaid ; it is possible that they may be in a trunk I have sent to London. In the mean time, I can only speak to your conduct in a general way ; but I can most conscientiously state, that during the whole of your service, whilst employed in the gun-boats under my command, in the rivers Elbe and Weser, and during the time you were senior officer on that service, your conduct merited my perfect approbation ; and I had occasion, in my official despatches to Admiral Young, more than once, to make mention of your name in terms of praise. And, I assure you, it would give me great pleasure to hear of your being again in active employment. I am, my dear Sir, yours very faithfully,

(Signed) “ ARTHUR FARQUHAR.”

Commander Haultain married, Aug. 13th, 1814, Eliza, daughter of Mr. Saward, of Thorp Hall, Prittlewell, Essex, Esq. His brother, Francis, is a captain in the royal artillery.

ry; and another, Arthur, a captain in the Hon. E. I. C. service, on the Madras establishment. His brother Frederick, a midshipman of the *Thetis* frigate, died in the West Indies, of yellow fever, in 1809.

JAMES ASKEY, Esq.

WAS born in 1775; and first went to sea, in the merchant service, in 1786. During the Russian armament, in 1791, he entered the royal navy, as a foremast lad, on board the *Rattlesnake* sloop, Captain Joseph Sydney Yorke; under whom he continued to serve, in that vessel, the *Circe* 28, *Stag* 32, *Jason* 36, and *Canada* 74, until May 1802; at which period he had been doing duty on the quarter-deck as midshipman and master's-mate, for about twelve months. During the peace of Amiens, he commanded a merchant-vessel; and on the renewal of hostilities, in 1803, rejoined Captain Yorke, then commanding the *Prince George* 98. In Sept. 1804, he passed his examination; and on the 15th July, 1806, after acting as lieutenant of two line-of-battle ships (the *Polyphemus* and *Illustrious*) was promoted from the *Hibernia* 110, bearing the flag of Earl St. Vincent, into the *Donegal* 74, Captain Pulteney Malcolm, under whom we find him serving for a period of four years. From documents before us, it appears that he was beach-master at the debarkation of the armies under Sir Arthur Wellesley (in Mondego bay) and Sir John Moore (at the back of Vimiera) in 1808; that on the former occasion, he superintended the landing of the artillery and ordnance stores; and that, on the latter, he saved four soldiers from a watery grave, at the hazard of his own life. He also commanded the larboard division of boats, sent from the fleet under Lord Gambier, to protect the fire-vessels in Aix roads, on the memorable night of April 11th, 1809.

Lieutenant Askey's subsequent appointments were, in 1810, to the command of the hired cutter *Active*, on the Downs station, and *Charger* mortar brig, employed in the defence of Cadiz, where he continued until the raising of the siege. He obtained the rank of commander on the 15th June, 1814;

and received the following testimonial from his first patron, Sir Joseph S. Yorke, in Dec. 1823:

“ My dear Sir,—I received your letter of the 18th ultimo, in which you state your intention to apply for employment, and request such testimony of your conduct, whilst under my command, as may strengthen the claims you have to the attention of the Board of Admiralty.

“ It appears by a record that I have, that you began your naval life with me, when I commanded the Rattlesnake, fitting at Chatham, in Mar. 1791; and I well remember that, though a boy, you exerted yourself to rig the ship when hands were very scarce, and thereby acquired considerable claim to my regard and attention, for such active and smart conduct in so mere a youth.

“ You followed me, at the commencement of the war, 1793, into the *Circé*; and afterwards into the *Stag*, *Jason*, and *Canada*; when I promoted you, for your excellent and faithful conduct, through the different grades of the profession, viz. captain of a top, quarter-master, gunner's-mate, and captain's-coxswain; in which capacity you proved yourself highly worthy of confidence, more particularly during the great mutiny of the fleet. After the truce of Amiens, you embarked with me in the *Prince George*, as master's-mate, and by your continued good conduct, *promoted yourself*, I may say, *to the rank of lieutenant*, and from that to commander, as your other testimonials you allude to, by Sir Arthur Legge and Sir Pulteney Malcolm, will abundantly testify. Indeed, I may say, there are few men who, by a regular line of good, strait-forward, sober, and honest conduct, have, *with so little interest*, done so much for themselves; and I can safely assure you, nothing would give me more gratification, than to learn that my Lords Commissioners of the Admiralty were disposed to listen to your wishes for employment.

“ With every sentiment of good will towards you, believe me very faithfully yours,

(Signed)

“ J. S. YORKE, Vice-Admiral.”

Commander Askey died at Bruges, in Flanders, Oct. 31st, 1824.

JOHN HILTON, Esq.

Knight of the Royal Sicilian Order of St. Ferdinand and of Merit.

THIS officer obtained a lieutenant's commission in Aug. 1806; and served as first of the *Bustard* sloop, Captain John Duff Markland, employed in the Gulf of Venice, and on the coast of Calabria, in 1809 and 1810. On the 24th July, in

the latter year, he received four wounds, while attempting to burn an armed felucca, under Cape del Arme. On the 12th Oct. 1811, he obtained the royal authority to accept and wear the insignia of K. F. M. which His Sicilian Majesty had been pleased to confer upon him, "as a testimony of his royal approbation of the great courage and intrepidity displayed by him in various actions with the enemy's vessels near Messina." About the same period, he was appointed to the *Ganymede* 26, Captain John Brett Purvis; and at the close of the war, we find him in the *Minstrel* 20, Captain Robert Mitford, on the Mediterranean station. His promotion to the rank of commander took place on the 15th June, 1814.

THOMAS DICKINSON (*b*), Esq.

OBTAINED his first commission in Aug. 1806; and was severely wounded while serving as senior lieutenant of the *Andromache* frigate, Captain George Tobin, at the capture of *la Trave*, French 44, in Oct. 1813*. The estimation in which he was held by his gallant captain, was thus expressed in that officer's official letter, but never reached publicity:

"The zeal and professional talents of Mr. Dickinson I have long known, and endeavoured to appreciate; and on all occasions have sought his clear and comprehensive counsel; nor is it possible that I can ever cease to cherish a remembrance of it with the warmest gratitude."

And in a private letter to Viscount Melville, after stating the sufferings of Lieutenant Dickinson, Captain Tobin observes:

"Our affair with *la Trave* (the account of which I endeavoured to give as succinctly, and with as much humility as possible) will doubtless soon pass by. If I was at all prolix, it was in praising those to whom I shall ever be indebted, which, of all others, is the highest gratification a commander can feel; and in a warfare like the present, where the foe in general remain secure in port, too many opportunities do not offer for our bestowing it.

* See Vol. II. Part II. p. 634.

“Lieutenant Dickinson is an officer of great zeal, and very superior professional attainments. He was first lieutenant (alas! my Lord, he is now nothing) of the *Andromache*, when opposed to an enemy, fully equal to her in metal, and superior in men. True, my Lord, *la Trave* was under jury-masts, nor was the contest long (though a well-directed fire of nearly half an hour, from her stern guns, I barely noticed); yet, if short, it was by the prompt and steady conduct of the officers and crew I had the happiness to command, and particularly that of Lieutenant Dickinson, who, by an admirable precision in working the ship, anticipated my every wish.”

Although thus highly recommended, Mr. Dickinson was not promoted until June 15th, 1814. In the course of the same year, he obtained a pension for his wounds, the present amount of which is £150 per annum. In 1825, the Society of Arts presented him with the Gold Vulcan Medal, for his mode of applying percussion powder to the discharge of ships' guns. And on the 25th June, 1829, he was appointed to the command of the *Lightning* sloop, fitting out at Plymouth for the South American station.

The *Lightning* was at Rio Janeiro refitting, after a trip to the Pacific, when the intelligence of the loss of the *Thetis* frigate, on Cape Frio, on the night of Dec. 5th, 1830, arrived*. Every thing on board that ill-fated ship, including 800,000 dollars, was supposed to be irrecoverable: but Commander Dickinson was not of that opinion, and thought that, at least some of the treasure might be saved. He accordingly offered his services to Rear-Admiral Thomas Baker, the commander-in-chief, and obtained permission to carry his plans for this purpose into effect. For the following sketch of his operations we are indebted to the *Nautical Magazine*:

“The first thing to be provided was a diving-bell, for which two iron tanks were supplied from *H. M. S. Warspite*. Iron tanks are used in *H. M. navy* instead of casks, for the purpose of containing water, and are about five feet cube, which allows of their holding about two tons. The plan proposed to be adopted by Commander Dickinson was communicated to Mr. Moore, an Englishman of acknowledged skill and experience as a civil engineer, residing at Rio, who so far approved of it, as to engage his own services towards carrying it into execution, in return for which he was to receive payment in proportion to the amount of property recovered. Dur-

* See Vol. III. Part II. p. 163:

ing the time that these preparations were going forward at Rio, the Algerine sloop, (acting Commander William Henry Martin,) and the Adelaide schooner, with the Warspite's launch, were at Cape Frio, and saved a few stores, which had been washed on the rocks by the surf.

"Under the auspices of Mr. Moore, the diving-bell was shortly completed by the armourers of the ships at Rio, and an air-pump, which had been nothing more than a fire-engine, was got ready, and provided with a hose, constructed with much care, from those belonging to Commander Truscott's forcing-pump. The property of these hoses is that of being airtight; but they were rendered more secure by the application of tar and canvass, and fortified against outer accident by spun-yarn, passed carefully round them. The diving-bell being ready, the first experiment was made with it in the harbour of Rio, when it was let down to a depth of $7\frac{1}{2}$ fathoms from H. M. S. Warspite, and found to answer perfectly well.

"Commander Dickinson now proceeded in the Lightning, with the diving-bell and air-pump, besides a collection of hawsers and anchors, to Cape Frio, the scene of operation. A net was also prepared, to be spread across the entrance of the cove in which the Thetis lay, to prevent any part of her wreck from being washed out to sea. On arriving at Cape Frio, Commander Dickinson, accompanied by acting Commander Martin, proceeded to examine the shore of the cove, and determine the plan to be pursued for suspending the diving-bell. The coast, as might have been expected, proved of that rocky description, which rendered the task still more difficult.

"To obtain a point of suspension for the diving-bell was now the chief concern. The general height of the land is about two hundred feet; and Commander Dickinson imagined, that he could stretch cable across the cove from one height to the other; but the immense span which this required rendered it apparently impossible, and he determined on employing a derrick. To construct this machine, every piece of wood that could be found on board the ships was put in requisition, the land affording none that was available; and the work proceeded under the direction of Mr. Batt, carpenter of the Warspite.

"On the 2d Feb. 1831, Colonel Gasque, a Spanish officer of the Brazilian service, arrived at Cape Frio, with seven natives of the country, who were reported to be expert divers. These people, however, did no good whatever, neither did the gallant colonel; and, after failing in all their attempts, they returned to Rio.

"While the derrick was in progress, Mr. Jones, carpenter of the Lightning, was employed with a party in preparing a capstan and bollards, besides various fastenings, which would be required for its management. Mr. Moore was equally busy in preparing a clean even space on the summit of the rocks in the interior of the cove, for the main purchases, and

in fixing iron bolts in various parts of the cliff, for the ends of guys for the derrick.

“Hitherto the officers and men had lived entirely on the island forming the cape, in tents constructed of old sails and pieces of canvass. These were but a sorry protection against the sand, which was continually blown about in such quantities as to make its way into every thing they had; but the greatest annoyance was that of finding it among their provisions, from which it was utterly impossible to exclude it. After enduring this for a long time the season changed, the wind became variable, and was accompanied by rain. The change, therefore, was for the worse; for the frail habitations which had been created, were even less calculated to withstand the effects of the storm, and consequently they admitted the rain in nearly every part. Great inconvenience arose from wet beds and clothes, which produced ill effects on the health of the party; and although endeavours were made to improve the tents with the resources which the island afforded, still little was done in this particular.

“During the time that all these preparations were going forward, Captain Dickinson attempted to work the diving-bell from the launches which he had brought from Rio; but it was found too heavy for either of them. Determined, however, that no time should be lost, he directed a smaller one to be made, and the launch of the Warspite was selected and prepared for working it. At the same time, parties of men were engaged in creeping up whatever could be got from the wreck by means of ropes. On the 2d March, the small diving-bell was completed, and a trial made with it in the cove, that proved satisfactory; but in consequence of bad weather, and some further alterations that were necessary in the boat which was to work it, nothing was done with it until the 7th March. On this day, the boat was secured with it over the wreck, and the bell sent down with Richard Heans, carpenter's-mate of the Lightning, and George Dewar, a seaman. The bell had not been down long, when the wind freshened, and occasioned so much violent motion to the launch and the hoses, that they became leaky, and it was found necessary to heave it up again, and secure the boat. Whenever the weather permitted, the small bell was constantly in operation, and on the 10th March, by the violence of the sea, was dashed against the rocks at the bottom of the cove. This accident had nearly proved fatal to the two men, Heans and Dewar, who extricated themselves from it as it was thrown on its side, and with difficulty reached the surface of the water. The latter was nearly exhausted when he came up, and was snatched into the boat instantly by Commander Dickinson, by which his life was saved.

“A delay of three days was occasioned by this accident, at the end of which time the bell was again ready for working, and was employed as before. The effect of the operations in the small bell now showed itself, as several pieces of the wreck, which had been detached from the rest,

were seen floating about in the cove. Among these were a great many of the vessel's timbers, a part of the stern-post; and, a large mass of her bottom being discovered, the position of it was marked for examination by buoys. The same method of marking the position of different parts of the wreck was also adopted, and the buoys were regularly numbered; a measure which contributed much towards the order and regularity of the proceedings.

"In the course of the operations with the small bell, on the 19th March, the chain-cable was discovered, and attempts were made to raise it, without effect, from its being so much buried among other parts of the wreck.

"At this stage of the proceedings, the length determined on for the derrick was found to be too little by thirty feet, which must have arisen either from a mistake in the measurement of the distance which the wreck was from the rocks, where the derrick was intended to be stepped, or from the position of the wreck having changed. The original length of the derrick was ordered to be 120 feet; but the distance of the wreck from the rocks being as much as 150 feet, it became necessary to lengthen the derrick to at least 158 feet, to give it a sufficient inclination. This produced a further delay; but the time was not lost; for while it was in progress, the *Lightning's* three anchors and her capstan, besides three crabs, were fixed on the principal cliff, for the topping-lifts of the derrick. In addition to these, other crabs were placed on various parts of the cliffs, for receiving guys to steady it. The small diving-bell was also kept at work, in loosening and clearing away as much as possible the lesser pieces of the wreck. This service was attended with much danger, from the constant south-easterly gales, which produced so much swell, that the bell was frequently dashed against the rocks, to the great risk of its being broken, as well as endangering the hoses of the air-pump.

"About two months had now elapsed, and nothing in the shape of treasure had been recovered, although the utmost exertions had been made that the small diving-bell would permit; and it was generally thought that it had been washed out to sea, as the net, which had been placed across the mouth of the cove at the commencement of the operations, had been quickly carried away by the violence of the waves. With this prevailing opinion, it was determined to save those parts of the stores, the position of which had been marked by buoys; when, on the 1st April, the persons at work in the small bell discovered some dollars among the rocks at the bottom; and these having been collected, led to the discovery of more, besides a quantity of gold. This was sufficient encouragement to hope that more was there; but so completely was it buried among the rocks at the bottom, that it was difficult to distinguish it, and a torch was employed in the bell; which, however, after a short time, was found not to answer. In the midst of this success, the launch was nearly lost, owing to a sudden shift of wind, which produced so much swell, that it became necessary to heave up the bell, and leave the cove as soon as possible. On the 5th

April, the operations having been resumed, some more treasure was recovered in the small bell.

“The derrick was now nearly completed, the men having been employed in preparing the fittings for it when they were unable to work the small bell, and all hands were now occupied in reeving the purchase falls, and getting the chains and hawsers into their places on the cliffs of the cove. This was a work of more than ordinary danger, in consequence of pieces of rock being displaced from the sides of the cliffs, and falling among those employed below; and the danger was still further increased, from the rugged nature of the rocks allowing of no escape. Men were to be seen slung in ropes on all sides of the cove, busy in fixing the guys, &c. for the derrick, which happily was effected without any accident, from the judicious arrangements that had been made.

“The small diving-bell still continued at work, and on the 8th April, the men in it found themselves in the midst of a large quantity of provisions, the stench of which was so great, that the life of one man was endangered by it, and he was immediately removed from the bell. On the following day, the derrick being completed, it was launched into the harbour, and towed round to the cove. Being put into its place, and every thing prepared for heaving it up, this business was commenced; but the swell from the sea, which set into the cove, was so great, that it could not be done; and it therefore became necessary to tow it back again for safety to the harbour. The operation of towing so large and unwieldy a spar through a boisterous sea was most laborious, and the party employed underwent great bodily fatigue in performing it. On the 10th April, another attempt was made to get the derrick into its place, which was more fortunate than the preceding. After being again towed round, and placed in its step, the outer end of the derrick was hove up ten feet above the surface of the water, and secured. The next day, attempts were made to raise the outer end of the derrick higher by means of the purchases; but in consequence of its extreme length, and the number of pieces of wood with which it was constructed, it betrayed weakness, and more topping-lifts were found necessary for its support. These were speedily completed, and the end of the derrick was at length hove up 55 feet from the surface of the water, at a sufficient angle to secure its stability. A very short time after this, the wind freshened and produced a swell, which would have put a stop to the operations; but the derrick was now secure. The seamen had undergone greater labour and privation in these three days than at any other period of the operations; and such was the importance of making the most of the few days of fine weather, that they had worked throughout the two last from 4-30 A. M. until late at night, without taking any refreshment. To them and their able commander it was a joyful sight to see the derrick in its place; and, having made every thing secure, they returned to the harbour prepared to resume their arduous duty on the following morning.

“The next step was to suspend the large diving-bell in a manner that

would allow of its being lowered into the sea and raised again, according as circumstances might require. Preparations for this were accordingly made, while, at the same time, the small diving-bell was kept at work as usual from the launch, which on more than one occasion was nearly lost, by being exposed to the roughness of the sea, produced by the sudden shifting of the wind. In the course of these proceedings with the small bell, considerable progress was made in clearing away such of the loose pieces of rock among which the fragments of the ship were buried, as its limited size would allow, and quantities of dollars were occasionally recovered.

"The arrangements for working the large diving-bell were completed by the 6th of May, previous to which time Commander Dickinson had obtained a reinforcement of his party from the Warspite, at Rio. The various fastenings of the derrick were completed, the stage for the air-pump was ready, and the large diving-bell was taken out of the harbour, and suspended from the derrick. Nothing, however, could be done with it on this day, in consequence of the rough state of the sea in the cove; and it was not before the 11th May that the first descent to the wreck was made with it. On this occasion it was found to answer every expectation, and it continued in operation with success. Large masses of rock, beneath which pieces of the wreck lay buried, were removed, and many dollars, besides some stores, were saved.

"On the 13th May, H. M. S. Eden, commanded by Capt. W. F. W. Owen, arrived at Cape Frio on her way to England; and by her, Commander Dickinson had the satisfaction of sending home 123,995 dollars.

"The launch belonging to the Warspite had hitherto been kept at work, whenever it was possible, with the small diving-bell; but that ship requiring her boat, she left the Cove for Rio Janeiro on the 16th May, with all her crew. The small bell, however, was not to remain unemployed at such a momentous period, and a Brazilian boat was ordered to be substituted immediately for that of the Warspite.

"On a retrospect of the whole proceedings, from their commencement to the time that the first shipment of treasure was made in the Eden, and on contemplating the numerous dangers to which the party employed in this hazardous service were continually exposed, it is a matter of surprise that some fatal accident had not yet occurred.

"On the 18th May, a gale of wind came on from the south-west, which the following day had increased so much that apprehensions were entertained of the whole proceedings being stopped for some time. An inspection of the plan * will shew the exposed situation of the cove; and it may easily be imagined that the smallest breeze would produce a commotion in the surface of the water; but when this increased to a

* By Lieutenant Augustus Henry Kellett, of the Eden. It exhibits the localities of Cape Frio, and the various points where the Thetis struck before she finally drifted into the cove, to which, with her remains, she has left her name. See *Naut. Mag. for April, 1832.*

gale, the violence of the waves must there be truly awful. Such it was on the 19th May. The waves in the cove rose half way up the overhanging cliffs, to a height of nearly 100 feet, and caused much anxiety in the minds of Commander Dickinson and his party, for the safety of the derrick. This object of their solicitude, the completion of which had cost so many days of laborious exertion, betrayed its inability to withstand much longer the repeated shocks of the waves, and in the course of the morning the contents of the stage were washed away. At 10 A. M. a tremendous wave broke the derrick in two pieces, about twenty feet from the step: soon afterwards it separated into five different fragments; and thus perished this enormous machine, with the assistance of which not more than 50,000 dollars had been saved.

“ Discouraging as this misfortune must have been, the first concern, as a matter of course, was to repair it; and the former plan, of stretching a cable across the cove, from the summits of the opposite cliffs, was determined on. While the preparations for this substitute for the derrick were going forward, the Brazilian boat, being ready to work the small bell, was taken to the cove, and search was made for the air-pump, which had been washed off the stage. In the course of this search, an accident happened to the hose of the small bell, which obliged George Dewar again to make his escape from beneath it, and to swim to the surface, by which he received considerable injury from the rocks, and was taken up in a very exhausted condition. The air-pump and the large diving-bell were recovered on the following day; but the latter had received so much injury that it could not be used, and another was directed to be prepared in its stead, while the small bell continued at work with some success.

“ Another reverse of fortune happened on the 30th May, by a sudden change in the weather, which, during the morning, had been fine, and had allowed of the bell being worked. This no sooner took place, than the operations were stopped, and the boats were compelled to make their way out of the cove without loss of time. The boat containing the small bell was taken in tow by the others; but such was the violence of the wind and waves, that having gained the outside of the cove with great toil and difficulty, to proceed further was found to be impossible. In this dilemma, prompt measures were required. Commander Dickinson, therefore, directed the boat to be taken back to the cove, and anchored without loss of time: this being done, the bell was to be lowered into the water, and the boat's crew to be landed in the safest part of the cove. Apprehensive of losing the air-pump, Commander Dickinson took it into his own boat, and immediately made for the harbour. It was not without the greatest difficulty he succeeded in reaching it,—the small dimensions of the boat, and the additional weight of the air-pump, rendering her unequal to encounter the boisterous sea. Every person in her, with the exception of two who continued rowing, were constantly employed in baling out the water, and when they at length gained the harbour, the whole were nearly exhausted.

"The small diving-bell, on this occasion, had been left at the bottom of the cove to the mercy of the waves; but the alternative of endeavouring to bring it away would, in all probability, have cost the lives of the whole party. In this gale, all the buoys, that had served as marks for the different situations of the wreck, were washed away; and with the condition of the launch, and the small bell, the general aspect of affairs was any thing but encouraging; nor was it improved when the small bell was recovered, for this was found to be in so shattered a condition from the blows which it had received by the rocks, that it was of no use. The operations in the cove were now totally suspended: the derrick had been destroyed, the two diving-bells were unserviceable, and all the buoys had disappeared. Commander Dickinson, however, had his resources at hand; the same persons who had constructed the diving-bells could make others; and no sooner was the small bell discovered to be broken, than orders were given to replace it with another. In the space of six days this was accomplished, under the able superintendence of Mr. Jones; indeed, the spirited exertions of every one employed in this arduous service, proved that they were actuated by the same zeal, and shared in the same anxiety for the attainment of their object, which, from the commencement, had influenced their gallant commander. On a duty of this nature, a saving of time was frequently of the greatest importance; and on these occasions, regularity in meals and rest were lost sight of;—all danger was disregarded, each difficulty was overcome, and every privation was willingly endured.

"An accident occurred on the 10th June, which threw a temporary gloom over the whole party. Mr. Moore, the engineer, with Mr. Linzee, mate of the Adelaide tender, and a seaman, were unhappily drowned by the sinking of a boat.

"While the large bell was constructing, the small one, having been completed, was again worked with considerable success; and another quantity of dollars, amounting to 126,500, forwarded to England by H. M. packet Calypso. This vessel sailed from Cape Frio on the 21st June; and on the 30th another large quantity of treasure was found beneath a rock, which, with much difficulty, had been removed. One of the Lightning's hempen bower cables was secured across the cove, as a suspension cable for the large bell, which was first used on the 9th October; after which, the operations seem to have proceeded very successfully. Considerable difficulty, however, was found in keeping the iron bolts properly secured in the rocks, for the various fastenings. This arose from the nature of the rock, which, after the bolts had been sunk firmly in it with much trouble, on being exposed a few days to the action of the atmosphere, split into small fragments. Thus the bolts were repeatedly loosened, and delay was occasioned by replacing them."

The total amount of specie recovered by Commander Dickinson and his party was about 600,000 dollars; rather more

than two-thirds of the whole treasure so unfortunately engulfed. They also succeeded in recovering the anchors, chain-cable, and some of the guns of the ill-fated *Thetis*.

“Suffigent has now been stated to inform the reader of the manner in which so much valuable property has been saved,—of the great personal danger to which the officers and men employed were continually exposed,—and of the skill and determined perseverance displayed by Commander Dickinson throughout this hazardous and difficult service. Such a service, among the occupations of peace, ranks equally high with the brightest achievement of war: if the latter has shed lustre on the naval profession, the former reflects equal honor on those by whom it was accomplished, and adds no less to the character for enterprise which distinguishes the British seaman.”*

The *Lightning* returned home in Aug. 1832; and was paid off, at Portsmouth, on the 13th of the following month. Previous to her being put out of commission, the ship's company requested permission to present a sword and pair of epaulettes to their commander, “in token of gratitude for his unceasing care, during their dangerous and laborious exertions at Cape Frio, by which their lives were preserved;” but he, disapproving of the principle of inferiors expressing a public opinion of their superiors, declined the acceptance of them. Subsequently, some malicious persons having aspersed the character of the crew, by writing an anonymous letter to Admiral Sir Thomas Foley, wherein it was set forth that they were discontented in their ship, they renewed their application, on the ground of shewing “that not a man amongst them felt otherwise than satisfied and happy, and that they had the highest respect for their commander and officers.” Commander Dickinson was then induced to consult an officer of high rank, as well as some of his brother officers, and under these peculiar circumstances accepted them. They also presented to the first lieutenant (Thomas G. Forbes), master (Charles Pope), and mate (M. D. Blennerhasset),

* *Naut. Mag.* vol. i. p. 73.

a very handsome ring each. When paid off, such was the orderly conduct and good state of the crew, that the Admiral Superintendent, Sir Frederick L. Maitland, was pleased to compliment Commander Dickinson on the occasion.

WILLIAM RICHARDS, Esq.

WAS made a lieutenant in Sept. 1806; and commander on the 5th of June, 1814. He married, in 1819, Miss Sarah Constable, of Northampton.

WILLIAM HAMLEY, Esq.

Knight of the Imperial Order of Leopold of Austria.

THIS officer is the second son of the late William Hamley, of Bodmin, co. Cornwall, Esq. by Sarah, daughter of John Pomeroy, Esq.; and lineally descended from Osbertus, youngest grandson of Sir John Hamley, Knt. who, in the twelfth of Edw. III. was chosen high sheriff of Cornwall, and subsequently elected a member of parliament for the same county. His great ancestor, Espire Hamley, represented the borough of Bodmin in 1308.

MR. WILLIAM HAMLEY, junior, was born at Bodmin, in July, 1786; and appears to have entered the royal navy, in 1799, as midshipman on board the Pomone frigate, Captain R. Carthew Reynolds; under whom he also served in the Orion 74, previous to the peace of Amiens. We subsequently find him joining the Hercule 74, flag-ship on the Jamaica station, where he had the honor of acting as aid-de-camp to Sir John T. Duckworth, and his successor in the chief command, the late Vice-Admiral Daeres, (residing with them at the "Pen") until promoted by the latter officer to the rank of lieutenant, in Jan. 1807.

During the remainder of the war, Mr. Hamley served under Captain the Hon. George Cadogan (now Lord Oakley), in the Crocodile, Pallas, and Havannah, frigates. The former ship conveyed Sir Arthur Wellesley to Portugal, in 1808; the Pallas was most actively employed during the Walcheren

expedition; the nature of the services performed by the officers and crew of the Havannah are shown in official letters, of which the following are copies :

H. M. S. Havannah, at Sea, Sept. 7, 1812.

"Sir,—Some of the enemy's coasting vessels having taken shelter under a battery of three 12-pounders, on the S. W. side of the Penmarks, I yesterday morning sent my first lieutenant (William Hamley), with the boats of this ship, to spike the guns, and bring the vessels out or destroy them; which service he performed without the loss of a man, in a manner that does great credit to himself, as well as all the officers and men employed on the occasion. I have the honor to be, &c.

(Signed) "GEORGE CADOGAN."

"To Rear-Admiral Sir Harry Neule, Bart."

The vessels taken on this occasion consisted of one schooner and five chasse-marées, principally laden with wine and brandy. On the 20th of the same month, Admiral Sir Charles Cotton, then commander-in-chief of the Channel fleet, informed Captain Cadogan that the Lords of the Admiralty highly approved of his judgment in directing the attack to be made, and of the zeal and good conduct displayed by Lieutenant Hamley, &c.

H. M. S. Havannah, Adriatic, Jan. 10th, 1813.

"Sir,—In reporting the capture of the enemy's gun-boat No. 8, of one long 24-pounder and 35 men, commanded by Mons. J. Floreus, enseigne de vaisseau, I must beg leave to call your attention to the great skill and gallantry with which this service was executed by the first lieutenant, (William Hamley), who, with only a division of this ship's boats, at two o'clock in the afternoon of the 6th instant, attacked and carried the above vessel, far superior to them in force, prepared in every respect, and supported by musketry from the shore, where she was made fast; our boats not having any expectation of meeting any armed vessel, till upon opening the creek where she lay, they were fired upon, and desired by the troops on shore to surrender. I have to lament the loss of a very fine young man, Mr. Edward Percival, master's-mate, killed, and two seamen wounded. Three merchant vessels were also taken. I have the honour to be, &c.

(Signed) GEO. CADOGAN."

"To Captain C. Rowley, H. M. S. Eagle."

On the 7th of the following month, the boats and marines of the Havannah, under the command of Lieutenant Hamley, captured and destroyed four Franco-Venetian gun-vessels, twenty-one transports laden with ordnance stores, and a

seven gun battery, on the coast of Manfredonia. This service was performed without the loss of a man; and is thus noticed by Captain Cadogan, in a letter addressed to the Admiralty:

"I have detailed to Charles Rowley, Esq., captain of H. M. ship *Eagle*, the circumstances of an affair, in which the boats of this ship, under the command of my first lieutenant (William Hamley), had, in my opinion particularly distinguished themselves."

And, in continuation, Captain Cadogan says:

"It is not a month ago, that this officer, in a manner that commanded my admiration, captured an enemy's gun-vessel and convoy, of far superior force, under the most disadvantageous circumstances on his side; and when I add an achievement of a similar nature performed by him upon a battery on the coast of France, all within the space of eighteen months, their lordships will not, I trust, be surprised at my submitting his services to their consideration, in hopes that they may establish his claim to the reward every officer aspires to,—promotion. If any testimony of mine can strengthen his pretensions in their lordships' minds, he is justly entitled thereto; his conduct during near six years' servitude with me, as lieutenant, having fully entitled him to my entire approbation, as an able, spirited, and excellent officer."

(Signed) "GEO. CADOGAN."

"*H. M. S. Havannah, off Ortona, March 27th, 1813.*

"Sir,—I have the honor to inform you, that, in executing your orders of the 10th instant, the boats of this ship have been twice successfully employed against the enemy's trade; once on the morning of the 22d inst. in the capture of a large trabacolo of three 9-pounders and small arms, and the destruction by fire of a similar vessel, laden with oil, under the town of Vasto; and again yesterday morning, in the capture of five armed trabacolos, and five feluccas laden with salt, near the town of Fortore. In both instances, the vessels being hauled aground, completely dismantled, and under the protection of a strong body of military on the beach, besides the guns of the latter vessels, which had been landed, I ordered my boats to land wide of the spot, and force their position; this was immediately effected (under a strong opposition) by Lieutenant Hamley, first of this ship; and the marines, under Lieutenant William Hockley, were very judiciously posted, whilst the vessels were equipped and got afloat by the exertions of the officers and men, with a celerity that reflects the highest credit on their characters. At Vasto, the French officer who headed the troops was killed. At Fortore, the enemy left one man slain. I am happy to say, we have only two men very slightly wounded. I have the honor to be, &c.

(Signed) "GEO. CADOGAN."

"*To Rear-Admiral Fremantle.*"

"H. M. S. Havannah, at sea, June 29th, 1813.

"Sir,—I have the honor to report the capture of an armed convoy of the enemy's, consisting of ten sail (laden with oil) under the town of Vasto, on the morning of the 27th instant, by the boats of this ship, commanded by my first lieutenant, William Hamley.

"The enemy being apprised of our approach the preceding day, had assembled in force, and taken every possible precaution to prevent our getting their vessels off; but having landed to the right, and forced them from their guns, eight in number, we remained masters of the spot the whole day, until the vessels were rigged and got afloat. This little service has been performed with the spirit ever manifest in Lieutenant Hamley, my officers, and ship's company generally; and with only three men slightly wounded, while the enemy acknowledged six killed and seven wounded. I have the honor to be, &c.

(Signed)

"GEO. CADOGAN."

"To Rear-Admiral Fremantle."

On this occasion, Lieutenant Hamley was most gallantly supported by the present Captain George Gosling.

On the morning of the 18th July, 1813, the Havannah, with the Partridge sloop in company, captured and destroyed two Neapolitan gun-boats, each mounting a long 18-pounder; one pinnace, armed with a 6-pounder; and four trabacolos laden with salt, each mounting three guns; lying under a martello tower, on the N. W. coast of Manfredonia. For these and other services, in the Adriatic, Lieutenant Hamley was presented with an Austrian gold medal.

Since the publication of our memoir of Captain Cadogan's services, we have been favoured with the following authentic account of the siege of Zara; by the reduction of which important fortress the allies obtained complete possession of Dalmatia.

"At the time Rear-Admiral Fremantle, with all his squadron, was attacking Trieste,* the Havannah and Weazle (sloop) were sent to blockade Zara, for the purpose of preventing supplies from being thrown into that fortress. On their arrival off Zara, however, they found that the place contained an abundance of provisions and stores of every description; and that, consequently, it would have been a work of some time to starve the enemy out. Captain Cadogan, therefore, determined upon attacking it.

"Zara is a regular and very strong fortification. It had no less than 110 pieces of brass cannon, 7 large mortars, and 11 howitzers mounted;

* See Vol. III., Part I., p. 214.

twelve or thirteen gun-boats were moored under the walls, each carrying a long 24-pounder and one smaller gun; its garrison consisted of 2000 veteran troops, commanded by Baron Roisé, an experienced French general.

“Preparations were soon made for landing seventeen of the Havannah’s guns, viz., eight long 18-pounders, seven long 12’s, and two 32-pounder carronades; a sledge was constructed on board for the purpose of transporting them from the beach to the spot chosen for the batteries, which was within a short distance of the enemy’s works; three mud batteries were thrown up, and the guns taken to them, with ammunition, shot, &c. The country was extremely bad for transporting cannon, with such means as we possessed: we had to drag them across swamps, ditches, &c., a distance of three miles; and were obliged to perform this service by night, to avoid being discovered. Every thing being ready, the command of the batteries was given to Lieutenant Hamley, whose whole force consisted of only sixty men: the officers under his orders were, Lieutenant Michael Quin, of the Weazle; Lieutenant Hockley, R. M.; and Messrs. Stewart and Hamilton, master’s-mates of the Havannah.

“On the 23d November, 1813, the union-jack was hoisted on each battery, the mask thrown off, and our fire opened; which was quickly returned by the enemy. Our works were much cut up at first, and we were obliged to be constantly filling up the breaches with sand-bags; the gun-boats proving very mischievous, one long 18-pounder and the carronades were directed on them, and in half an hour not one remained afloat; many of their crews, in attempting to get into the fortress, were killed by our fire. An incessant cannonade was kept up on both sides for thirteen days and nights, when at length, on the 6th December, the enemy sent out a flag of truce, and surrendered by capitulation. At this moment we had but one round of shot left.

“During the siege it rained almost incessantly, and we were never once under shelter: frequently in the mornings the water was over the trucks of the guns. The only assistance we received was from two howitzers worked by Austrians.

“After taking possession of the fortress, we weighed all the gun-boats, and loaded a large ship, in the harbour, with different military stores, intending to take the whole to Trieste; but, when under weigh with our prizes, an order arrived to give them up to the Austrian general; and, although the value of the guns, stores, and vessels, was estimated at 300,000*l.* sterling, we have never yet received one farthing as compensation for our services.”

Captain Cadogan’s detailed account of the operations against Zara, addressed to Rear-Admiral Fremantle, was never published, owing to the great length of time that

elapsed before it reached England. It contains the following passage :

“The batteries were commanded by Lieutenant Hamley, first of this ship, whose gallant conduct, and able direction of them, claim my warmest admiration, and add another to the three occasions I have already had to call your attention to his services, since I have had the honor to serve under your command.”

Previous to his quitting the Adriatic, Lieutenant Hamley received a very handsome letter from the Emperor of Austria. He returned home first lieutenant of the *Milford 74*, and, on his arrival in England, found himself promoted to the rank of commander, by commission dated June 15th, 1814. In the following year, he obtained the royal licence and authority “to accept and wear the insignia of the order of Leopold, with which the emperor had been pleased to honor him, as a testimony of the high sense which his Imperial Majesty entertained of the services rendered by him at the siege of Zara.”

In April, 1823, Commander Hamley was appointed to the *Pelorus* sloop, fitting out at Plymouth for the Irish station, where he continued upwards of three years. During this period he captured a greater number of smuggling vessels than any other cruiser.

On the 30th October, 1823, while on a cruise off Cape Clear, in the morning a gale commenced, with thick drizzling rain; and at night had increased to a perfect storm, with a very heavy sea running. Every thing was made snug, and the *Pelorus* hove-to under a storm-fore-staysail and trysail. At midnight, finding her behave remarkably well, Commander Hamley went below, and threw himself on his sofa, but had not been there many minutes before he heard a dreadful crash; and on gaining the deck, found that a large ship, scudding under her foresail, had run on board, but was then out of sight. The weather was so thick that this ship had not been seen until close to the *Pelorus*; and although every attempt was made by the officer of the watch and look-out men to apprize her of the situation of *H. M.* sloop, it was without effect; she struck her forward, carried away the

cutwater and bowsprit, passed on, and in a moment was out of sight. Every one on board thought the bows were stove in, and that the Pelorus would immediately go down; but on sounding the well, it was found that she made no water. The foremast fell in board almost instantly afterwards, and the vessel was left a complete wreck, in as dreadful a night as any person ever witnessed. The bowsprit was hanging under the bows, by the bobstays, and thumping so hard that all were in momentary dread of its coming through the bottom. It was a case of such imminent peril, that Commander Hamley did not feel justified in ordering any one over the bows to attempt cutting the bowsprit away; but the captain of the forecastle, Thomas Wilson, nobly volunteered his services, and after having been lowered down and pulled up, as the vessel rose and dipped, for a quarter of an hour, during which he was repeatedly under water, the fine fellow at length succeeded in cutting it away. The wreck of the foremast was then cleared, and as soon as the gale moderated, a jury-mast and bowsprit were rigged, and sail made for Plymouth. It is rather a singular circumstance, that, although the foremast fell in board, and such a heavy sea was running, not a man was hurt. Had the strange ship struck the Pelorus but a few inches further aft, she must inevitably have gone to the bottom: the whole of the bolts that secured the cutwater to the stem were clean drawn.

The Pelorus was paid off, at Plymouth, in July, 1826. During the last two years that she remained in commission, Commander Hamley was the senior officer of his rank on the Irish station, where he seized, at various times, no less than sixty-two thousand weight of tobacco. All the others were promoted on paying off their sloops; but he has not yet been able to obtain another step. In 1827, he received a letter from Captain Cadogan, of which the following is a copy:—

“ My dear Sir,—As I conceive a testimony of this nature may, perhaps, give strength to the claims you are about to lay before H. R. H. the Lord High Admiral, I trust I need not say, with how much readiness and pleasure I perform an office which might in any way contribute to the advance-

ment of an officer, of whose character and services, while under my command, I shall ever entertain so high an opinion. I have read your memorial with attention, and can safely say, that that part of it which relates to your services, both in the Crocodile and the Havannah, are any thing but exaggerated; and that you are amply entitled to any reward the services therein alluded to may be deemed to merit. I can only add, that you are welcome to make any use you please of this letter, and that, had I been sooner apprised of your situation and views, I would not have hesitated to have humbly called H. R. Highness's attention personally to your claims, in an audience with which I was honored but a few days since. With every wish for your welfare and success, I remain, my dear Sir, your's always faithfully,
 (Signed) "GEORGE CADOGAN."

In the memorial alluded to by Captain Cadogan, we find the subject of this memoir informing the Lord High Admiral, that he commanded the boats of the Havannah in ten different attacks on the enemy's batteries, gun-boats, and other armed vessels, in all of which he was successful; that on these several occasions, 100 pieces of cannon, and above 100 sail of vessels, were taken and destroyed; that he had been gazetted six different times for service, and also that he had been wounded in action with the enemy.

On the 10th of June, 1830, Commander Hamley was appointed to the Wolf 18, in which sloop he is now employed on the East India station.

This officer married Barbara, eldest daughter of Charles Ogilvy, of Lerwick, Shetland, Esq. by whom he has several children. His youngest brother, Wymond Hamley, is a lieutenant in the royal navy.

THOMAS BURY, Esq.

WAS made a Lieutenant on the 12th of Mar. 1807, and Commander, June 15th, 1814. He died at Rivoli, in Italy, in the spring of 1831.

RICHARD MOORMAN, Esq.

Knight of the Royal Sicilian Order of St. Ferdinand and Merit.

THIS officer was a midshipman on board the Donegal 74,

Captain (now Sir Pulteney) Malcolm, in Sir John T. Duckworth's action, near St. Domingo, Feb. 6th, 1806. He obtained the rank of lieutenant in April, 1807; and was wounded while serving as first of the Ternagant sloop, Captain H. E. P. Sturt, employed in the defence of Sicily. On the 22nd July, 1812, he commanded the boats of that sloop, at the capture of the French privateer *Intrepide*, of three guns and forty men, near Malaga. On the 24th Feb. 1813, a pension, since increased to 150*l.* per annum, was granted him for his wounds. On the 4th Mar. following, he received the royal license and permission to accept and wear the insignia of a K. F. M. (3rd class), which His Majesty Ferdinand IV. had been pleased to confer upon him, "as a testimony of the high sense entertained by the said King of the great courage and intrepidity displayed by him, in several attacks against the enemy, near Messina." On the 15th June, 1814, he was promoted to the rank of commander.

HOOD KNIGHT, Esq.

SECOND son of the late Admiral Sir John Knight, K.C.B., and brother to the present Captain George W. H. Knight, R. N., inspector-general of the coast-guard.

This officer was a midshipman of the *Marlborough* 74, Captain Thomas Sotheby, when that ship foundered in Quiberon bay, Nov. 4th or 5th, 1800*. He was made a lieutenant into the *Comus* 22, Captain Conway Shipley, May 27th, 1807; and, after distinguishing himself on various occasions †, promoted to the rank of commander, June 15th, 1814. He married, July 30th, 1815, the only daughter of the late Admiral Keppel; and died at Paris, Oct. 31st, 1823.

* See Vol. I. Part. I. p. 323.

† See Suppl., Part III. p. 279-282.

ALEXANDER FRANCIS ELPHINSTONE, Esq.

ONLY son of the late Samuel William Elphinstone, Esq. a captain in the Russian navy, by Catherine, daughter of Admiral Kruse; and grandson of Captain John Elphinstone, R. N., Lieutenant-General, Vice-Admiral, and commander-in-chief of the Russian fleet, in 1769.

This officer was made a lieutenant on the 9th June, 1807; and promoted from the *Caledonia* 120 (bearing the flag of Lord Exmouth, on the Mediterranean station) to his present rank, June 15th, 1814.

GEORGE PENRUDDOCKE, Esq.

OBTAINED the rank of lieutenant in July, 1807; and distinguished himself on many occasions, while serving as first of the Pilot sloop, Captain John Toup Nicolas, on the Mediterranean station*; was appointed to the *Fame* 74, Captain Walter Bathurst, in June 1811; and promoted from that ship to the rank of commander, June 15th, 1814.

FRANCIS DUVAL, Esq.

WAS made a lieutenant into the *Unité* frigate, Captain Patrick Campbell, on the Mediterranean station, Nov. 26th, 1807. Shortly afterwards, he was placed in charge of a prize, which, after encountering a series of bad weather, foundered about twenty miles N. E. of Manopoli, in the Adriatic. Having reached that place in a small boat, he was made prisoner, sent to Naples, and there confined, for a considerable time, in the castle of Carmine. His promotion to the rank of commander took place June 15th, 1814

* See Supp. Part. IV. p. 56, *et seq.*

JAMES SIBBALD, Esq.

PASSED his examination, and obtained a commission, in Dec. 1807. During the remainder of the war he served as lieutenant of the *Dryad* frigate, Captain Edward Galwey*. He was promoted to the rank of commander on the 15th June, 1814.

JOHN HENRY RHODES, Esq.

WAS made a lieutenant on the 11th Feb. 1808. During the latter part of the war with France, he served as first of the *Impregnable* 98, bearing the flag of Admiral William Young, on the North Sea station. He obtained the rank of commander, June 15th, 1814; and married, Sept. 23d, 1817, Miss Barbara Clay, of Rhyllow House, near St. Asaph.

CHARLES COWPER BENETT, Esq.

PASSED his examination, and was made a lieutenant, in April, 1808. During the latter part of the war he served as second of the *Impregnable* 98, bearing the flag of Admiral William Young, on the North Sea station. He obtained the rank of commander on the 15th June, 1814.

This officer married, in 1810, Sarah, eldest daughter of the late William Burlton, Esq. of Baverstock House, co. Wilts.

PASCOE DUNN, Esq.

OBTAINED the rank of lieutenant in Jan. 1809; and was wounded while serving in the boats of the Tuscan sloop, Captain John Wilson, at the capture and destruction of a French convoy, in the bay of Rosas, Nov. 1st, following †. He was granted a pension on the 4th Aug. 1813; and made a commander, June 15th, 1814.

This officer married, Sept. 29th, 1813, Hester, daughter of John Maxwell, Esq. apothecary to the forces at Gibraltar; and died at Devonport, May 28th, 1826.

* See vol. II. Part. II, p. 654.

† See Suppl. Part. III. p. 160.

RICHARD CROKER, Esq.

ENTERED the navy, as midshipman, on board the Galatca frigate, Captain George Byng (afterwards Viscount Torrington). He obtained the rank of lieutenant in Jan. 1809; a commander's commission on the 15th June, 1814; and a pension for wounds, Dec. 19th following.

PETER M'QUHAE, Esq.

PASSED his examination, and obtained a commission, in Oct. 1809. He was appointed to the Pyramus frigate, Jan. 26th, 1810; and promoted to the rank of commander, June 15th, 1814. This officer married, Oct. 19th, 1831, Caroline, relict of S. Bloss Copping, of Harleston, co. Norfolk, Esq.

HENRY BAKER (*b*), Esq.

WAS made a lieutenant on the 31st Oct. 1809; appointed to the Ethalion frigate, Captain Edmund Heywood, Nov. 2d, 1810; and promoted from that ship, to the rank of commander, June 15th, 1814. He married, June 4th, 1830, Henrietta Margaret, relict of Lieutenant-Colonel Digby.

EDMUND TURBERVILLE, Esq.

Is the son of a clergyman. He served as midshipman under Rear-Admiral the Hon. Michael De Courcy, in the *Tonnant* and *Foudroyant*, 80-gun ships, and was promoted from the latter into the *Hyacinth* sloop, at Brazil, Aug. 15th, 1810. His next appointment was, Sept. 10th, 1812, to the *Mulgrave* 74, Captain T. J. Maling, in which ship he continued until advanced to the rank of commander, June 15th, 1814. Some time previous to this he jumped overboard and saved a man, who had fallen from the fore-castle of the *Mul-*

grave, while she was working out of St. Helen's, with a strong breeze from the southward. This officer married, June 3d, 1819, the only daughter of John Westear, of Creslow, co. Bucks, Esq.

JAMES HUGGINS, Esq.

Was made a lieutenant into the Rover sloop, Sept. 27th, 1810; appointed to the Majestic 58, Captain John Hayes, Mar. 8th, 1813; promoted to the rank of commander, June 15th, 1814; and granted a pension of £150 per annum, for wounds, May 28th, 1816.

ARCHIBALD BUCHANAN, Esq.

WE first find this officer acting as lieutenant, and commanding the (late Dutch) brig Mandarin, employed in conveying specie and provisions from Madras to Amboyna. In that vessel he witnessed the capture of Banda-Neira, by the squadron under Captain (now Sir Christopher) Cole, Aug. 9th, 1810*. He obtained the rank of commander, June 15th, 1814; and died at Pisa, in Italy, Dec. 26th, 1822.

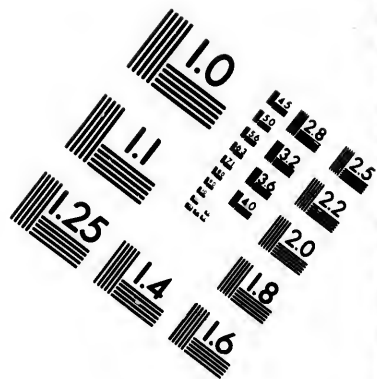
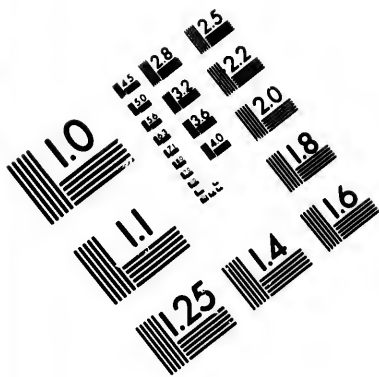
JAMES STIRLING (b), Esq.

Is a son of John Stirling, of Kippendavie, Perthshire, Esq. by his wife, Mary Graham, of Airth, in Stirlingshire.

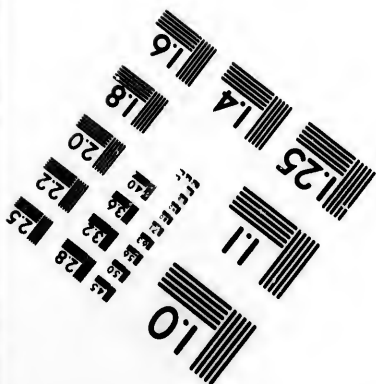
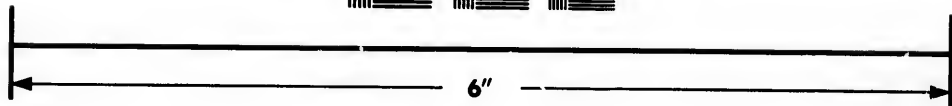
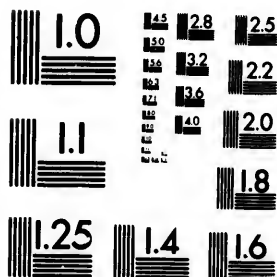
This officer entered the royal navy in 1804, as midshipman on board the San Josef, first rate, bearing the flag of Sir Charles Cotton; and subsequently served in the Leonidas frigate, Captain Anselm John Griffiths, on the Mediterranean station. In 1810, he rejoined the former ship; and on the 20th May, 1811, was appointed lieutenant of the Leviathan 74, Captain Patrick Campbell. Early in the following year,

* See Vol. II. Part II. pp. 505—513.





**IMAGE EVALUATION
TEST TARGET (MT-3)**



**Photographic
Sciences
Corporation**

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

0
1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50
51
52
53
54
55
56
57
58
59
60
61
62
63
64
65
66
67
68
69
70
71
72
73
74
75
76
77
78
79
80
81
82
83
84
85
86
87
88
89
90
91
92
93
94
95
96
97
98
99

10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50
51
52
53
54
55
56
57
58
59
60
61
62
63
64
65
66
67
68
69
70
71
72
73
74
75
76
77
78
79
80
81
82
83
84
85
86
87
88
89
90
91
92
93
94
95
96
97
98
99

he exchanged into the Blossom sloop, Captain William Stewart; and soon afterwards assisted at the capture of *le Jean Bart*, French schooner privateer, of seven guns and 106 men, near Majorca.

On the 29th April, 1812, the boats of the Blossom, in company with those of the *Undaunted* and *Volontaire* frigates, attacked a French convoy, near the mouth of the Rhone, brought out seven vessels, burnt twelve, including a national schooner of four guns and 74 men, and left two stranded on the beach. A boat of the Blossom, commanded by Lieut. Stirling, also captured and blew up two towers in the bay of St. Mary's.

The subject of this sketch was next appointed to the *Malta 80*, bearing the flag of Rear Admiral Hallowell, (now Sir Benjamin H. Carew,) in which ship he was serving when made a commander, June 15th, 1814. During the usurpation of Napoleon, in 1815, he commissioned the *Ferret* sloop; and received the thanks of the commander-in-chief, at Plymouth, and of the Board of Admiralty, for the rapidity with which she was manned and equipped. The following is an extract of a letter addressed to him, by Captain (now Sir Charles) Malcolm, subsequent to the capture of two French national vessels, and five sail of merchantmen, in the harbour of Courgiou.

“When I informed Lord Keith of my having detained the *Ferret* for the attack upon Courgiou, I endeavoured all I could, to impress him with a just sense of your conduct. I mentioned your personal exertions the night before the attack, after the *Ferret* was anchored, in going off to the *Sea Lark* to pilot her in. I told him that, during the attack, your conduct was the admiration of all; that it was your good fortune to command a vessel of light draught of water, and that the advantage you took of that circumstance, to run in in the fine style you did, between the rocks and the main into the mouth of the harbour, at once decided our success, and prevented the escape of the man-of-war brig, which you forced to run on shore. Believe me very faithfully yours,

(Signed)

“CHARLES MALCOLM.”

In the performance of this service, the *Ferret* lost only one man. She afterwards formed part of Napoleon's escort to

St. Helena; and on her return from thence, with only eight 12-pounder carronades mounted, captured, after a running fight of two hours, the brigantine *Dolores* (having on board nearly 300 slaves) armed with one long 32-pounder on a pivot, four long 9-pounders, and two 12-pounder carronades. On this occasion, she suffered severely from the slaver's fire, and sustained a loss of three men killed and two wounded.

Commander Stirling married, July 6th, 1820, Mary, daughter of Day Hort Macdowall, of Castlesemple, Renfrewshire, Esq.

FRANCIS LE HUNTE, Esq.

PASSED his examination for lieutenant in July 1809; and subsequently served in the *Milford 74*, bearing the flag of Rear-Admiral Fremantle, on the Mediterranean station. In Feb. 1813, he commanded a division of the Sicilian flotilla, under the orders of Brigadier (afterwards Sir Robert) Hall, and behaved with distinguished bravery at the storming of some batteries on the coast of Calabria, a service thus officially reported to Lieutenant-General Lord William Bentinck:

“Messina, Feb. 16th, 1813.

“My Lord,—I have the honour to inform your lordship, that since the attack of the 21st July, the enemy had thrown up new works at *Pietra Nera*, and felt such confidence in their protection, that a convoy of fifty sail of armed vessels had assembled within a few days past, to transport to *Naples* timber and other government property. Conceiving it necessary to destroy this confidence, and having gained your lordship's sanction, I proceeded on the night of the 14th, with two divisions of the flotilla, and four companies of the 95th regiment, under the command of Major Stewart. Light and contrary winds prevented the boats arriving until nearly daylight, when about 150 men, with an auxiliary party of seamen, under the command of Lieutenant Le Hunte, were landed; and Major Stewart, without waiting the arrival of the rest, pushed up immediately to the height, which we had previously concerted to occupy, and which a complete battalion, with two troops of cavalry, and two pieces of artillery, were prepared to dispute. Aware of the enemy having cavalry, I landed a detachment of the rocket corps, under the direction of Corporal Barenbaech, the fire of which threw them into confusion, and facilitated the approach of

our troops, who charged the height in a most determined way. The enemy, however, did not abandon it until the colonel-commandant, Roche, and most of his officers, were killed or made prisoners, and the height was literally covered with their dead. The division of the flotilla under Captain Imbert had now commenced a most destructive cannonade on the batteries, which held out with such obstinacy, that I was obliged to order them to be successively stormed. This service was performed by Lieutenant Le Hunte, with a party of seamen, in a very gallant style. At eight o'clock every thing was in our possession, the most valuable of the enemy's vessels and timber launched, and the rest on fire. Upwards of 150 of the enemy killed and wounded, and 163 prisoners, among whom are the colonel of the regiment, three captains of infantry, two captains of cavalry, and one captain of artillery, with his two guns, six-pounders, afford the best proofs of the manner in which both services did their work : very few of the enemy's cavalry escaped.

“ The determined manner in which Major Stewart led his men, to the attack of the enemy's position, did him infinite honour, and the army will share my regret at the loss of this brave officer, who fell by a musket shot, while with me pushing off from the shore, after the troops were re-embarked. Lieutenant Campbell, of the 75th, who commanded the advance, was particularly and generally noticed : I cannot sufficiently express my admiration of the very exemplary conduct of Lieutenant Le Hunte, who was the observation of sailors and soldiers. * * * * I have the honor to annex a list of our killed and wounded on this occasion, which your lordship will observe is very trifling, compared with the enormous loss of the enemy.

(Signed)

“ R. HALL, Capt. and Brig.”

The loss sustained by the flotilla amounted to no more than two men slain and seven wounded.

Lieutenant Le Hunte was afterwards sent with a division of gun-boats to guard the island of Ponza. In March and April, 1814, he was attached to the expedition against Genoa and its dependencies ; and particularly distinguished himself by his gallant and able conduct at the reduction of the enemy's forts in the Gulf of Spezzia.* His promotion to the rank of commander took place on the 15th June following. During the short war in 1815, he was selected to serve in the river Scheldt, with a brigade of seamen, under the orders of Captain Charles Napier ; and after the final overthrow of Napo-

* See Vol. II., Part I., p. 429.

leon Buonaparte, we find him, for a short time, commanding the Erebus sloop, of 16 guns.

ROSE HENRY FULLER, Esq.

YOUNGEST son of the late John Trayton Fuller, of Brightling, co. Sussex, Esq., by Anne, daughter of the first Baron Heathfield, and a collateral descendant of the renowned Sir Francis Drake.

This officer obtained his first commission on the 21st March, 1812, and was severely wounded, while serving as lieutenant of the Swiftsure 74, Captain Edward Stirling Dickson, at the capture, by boarding, of le Charlemagne French privateer schooner, of 8 guns and 93 men, near Corsica, Nov. 26th, 1813. He was promoted to his present rank on the 15th June, 1814; and granted a pension, the present amount of which is 150*l.* per annum, Feb. 28th, 1815.

Commander Fuller married, Nov. 28th, 1831, Margareta Jane, second daughter of the late Rev. Sir Robert Sheffield, Bart. His eldest brother was created a baronet in July, 1821.*

JAMES TOWNSEND, Esq.

WAS made a lieutenant on the 19th Dec. 1800; and promoted to the rank of commander, while serving as first of the Queen 74, Captain Lord Colville, June 27th, 1814. He married about the close of the same year, the eldest daughter of the Rev. T. Biddulph, of Ledbury, co. Hereford, late vicar of Padstow, in Cornwall.

THOMAS WILLIAMS, Esq.

WAS made a lieutenant on the 25th Dec. 1800; and promoted, while serving as first of the Ville de Paris 110, Cap-

* See Vol. III., Part II., p. 39.

tain Charles Jones, to the command of the Derwent sloop, June 27th, 1814.

JOHN BERNEY, Esq.

SECOND son of the late Sir John Berney, Bart., by Henrietta, daughter of George, first Earl of Abergavenny.

This officer was born in 1782. He served as midshipman on board the *Arrogant* 74, in the East Indies, from whence he returned home acting lieutenant of the *Sybill* frigate, Captain Charles Adam, in April, 1803. His first commission bears date July 27th following. We next find him in the *Invincible* 74, Captain Ross Donnelly; and lastly in the *Royal Sovereign* yacht, acting Captain Sir John P. Beresford. He obtained the rank of commander June 27th, 1814.

HENRY MASTERMAN MARSHALL, Esq.

Is a son of the late Rev. — Marshall, of Saltash, co. Cornwall; and nephew to the late superannuated Rear-Admiral Thomas Gaberion. His grandfather, Mr. Masterman, was many years a purser and secretary in the navy.

This officer was born at St. Stephen's, near Saltash. He first went to sea about the close of 1794; and was a midshipman on board the *Swiftsure* 74, Captain Benjamin Hallowell, (now Sir B. H. Carew) at the memorable battle of the Nile; previous to which he had distinguished himself on various occasions of boat-service, before Cadiz, and thereby attracted the attention of Earl St. Vincent, by whom he was led to expect a commission as soon as qualified for promotion. He was afterwards very actively employed in boats on the coasts of Egypt and Italy; and had the honor of serving as aid-de-camp to his gallant captain at the sieges of St. Elmo and Gaïeta, in June and July, 1799.* He also assisted at the capture of two Spanish frigates, laden with quicksilver, and

* See Vol. I., Part II., p. 475, *et seq.*

twelve valuable merchant vessels, by a small squadron under Rear-Admiral Duckworth, in April, 1800.*

We next find Mr. Marshall in the Kent 74, bearing the flag of Sir Richard Bickerton. He appears to have been present at the landing of the British army under Sir Ralph Abercromby, in Aboukir bay, March 8th, 1801; and likewise in the actions of the 13th and 21st of the same month. He afterwards piloted a number of frigates, brigs, and smaller vessels into the western harbour of Alexandria; and for his services during that celebrated campaign was presented with the superior Turkish gold medal. On the removal of Sir Richard Bickerton's flag into the Madras 54, he was appointed acting lieutenant of that ship, but did not succeed in getting confirmed until Aug. 30th, 1803. He subsequently served in the Gibraltar 80, Captain William Hancock Kelly; the Dreadnought 98, to which ship he was appointed at the particular request of Admiral Sir John Colpoys; and the Hind 28, Captain Francis William Fane; the latter ship employed in almost every European part of the Mediterranean, from Gibraltar to the Dardanelles; and also on the coast of Egypt, during the occupation of Alexandria, by the military and naval forces under Major-General Fraser and Captain Hallowell.† On one occasion, when returning from Majorca, to which island he had been sent in a small felucca, for the purpose of effecting an exchange of prisoners, he, with only four foreigners as a boat's crew, pursued and captured a large Spanish xebec, full of refugees, proceeding from Tarragona to Palma. On another occasion, while cruising in the Archipelago, the Hind's jolly-boat unarmed, under his command, boarded and made prize of a Turkish brig, of four guns, having on board the governor of Candia and his body guard, armed as usual with sabres, pistols, muskets, and dirks.

Lieutenant Marshall was the senior officer of his rank employed at the evacuation of Scylla, where he again displayed

* See Vol. I., Part II., p. 478.

† See *id.*, p. 482.

great coolness and bravery. After the retreat of the British forces from Egypt, he was despatched to Cyprus, in order to prevent further supplies being forwarded from thence to Alexandria; and, notwithstanding the vigilance of the Turkish authorities, he fully accomplished the object of his mission.

In 1809, Lieutenant Marshall, being afflicted with ophthalmia, and in ill health, was obliged to return to England, and induced to accept the command of the Veteran prison-ship, stationed in Portchester Lake. From thence he was removed, at the request of Sir Richard Bickerton, about Dec. 1811, into the Royal William, bearing that officer's flag, at Spithead. On the 27th July, 1813, he was appointed first lieutenant of the Prince, which ship had been selected to take the place of the "Old Billy;" and on the 27th June, 1814, the Lords of the Admiralty, then in attendance upon the allied sovereigns at Portsmouth, were pleased to sign a commission promoting him to the rank of commander.

The subject of this sketch married, in 1805, Ann, niece of Captain James Ferguson, who died lieutenant-governor of the Royal Hospital, Greenwich, Feb. 14th, 1793; and by that lady has had a very numerous family. One of his brothers quitted the naval service, after obtaining a lieutenant's commission.

FRANCIS BAKER, Esq.

SECOND son of the late Captain Benjamin Baker, by Amelia, a daughter of Sir Francis Bernard, Bart., governor of New Jersey in 1758, and of Massachusetts Bay from 1760 until 1770.

This officer was made a lieutenant on the 1st Feb. 1804; and promoted to the command of the Belle Poule troop-ship, while serving as first of the Rodney 74, Captain Charles Inglis, June 27th, 1814. He died in the beginning of 1824.

HENRY PARKER, Esq.

PASSED his examination in Nov. 1807; obtained a lieutenant's commission on the 28th April, 1808; and afterwards

served under the flag of Sir John B. Warren, in the Swiftsure 74, on the Halifax station. He was made a commander on the 27th June, 1814.

This officer married, April 10th, 1822, Lady Frances Theophila Anne Hastings, eldest daughter of Hans Francis, eleventh Earl of Huntingdon.

WILLIAM HENRY NARES, Esq.

PASSED his examination in Aug. 1808; obtained the rank of lieutenant on the 17th April, 1809; and subsequently served in the Roman sloop, Captain Samuel Fowell, Apollo 38, Captain Bridges W. Taylor, and Havannah 36, Captain Gawen William Hamilton, on the Mediterranean station, where he distinguished himself on many occasions, particularly at the capture of three Franco-Italian gun-vessels, near the island of Fano, in the Adriatic, May 28th, 1813,* and in a subsequent affair thus officially reported:

"H. M. S. Apollo, off Corfu, June 15th, 1813.

"Sir,—At daylight last Thursday morning, being off the north end of Corfu, and suspecting four vessels to be bound there from Barletta, with grain, but prevented getting in by the position of the Apollo, I, previous to hauling out to examine them, detached our barge, launch, first gig, and jolly-boat, under Lieutenant William Henry Nares, Lieutenant Colin Campbell, R.M., and Messrs. Hutchinson, Lancaster, and Brand, midshipmen, to watch them at the south end.

"They were, as I had anticipated, met going in. One ran on shore under Cape Bianco, and was scuttled; the others would have been captured had the attention of the barge, gig, and jolly-boat not been drawn off by a French gun-vessel, which they took after some resistance. She mounted two long guns, a twelve and a six-pounder. Nine of the enemy were badly wounded, among whom was the commander and a captain of engineers. Mons. Baudrand, colonel and chief of engineers of Corfu, (reported of very great abilities,) was also in her, having been to Parga and Pado to improve the fortifications.

"The launch was despatched to St. Maura with the prize, and the wounded landed at Corfu, under a flag of truce.

"The delay of the latter caused our other boats to remain near Morto,

* See Suppl., Part IV., p. 230.

in Albania, and at daylight the following morning they were attacked by six gun-vessels, a felucea, and a row-boat, all full of troops. Lieutenant Nares, finding they came up fast with a breeze, ran the barge and jolly-boat on shore upon the border of the French territory of Parga; he then, with the few men he had, prevented this great force from landing, until his ammunition was expended.

“The enemy must have suffered much, as he retreated four times from the beach; our loss was only one man, taken from the shore. The boats being destroyed, the enemy only carried off pieces of the wreck. I have the honor to be, &c.

(Signed) “B. W. TAYLOR.”

Mr. Nares was promoted to the command of the *Philomel* sloop, July 1st, 1814. He married, August 26th, 1820, Elizabeth, daughter of the late John Alexander Dodd, of Redbourn, co. Herts, Esq.

WILLIAM BENJAMIN SUCKLING, Esq.

Son of Colonel Suckling, cousin to the immortal Nelson.

This officer passed his examination, and was appointed lieutenant of the *Talbot* sloop, Captain the Hon. Alex. Jones, in Oct. 1809. He subsequently served in the *Milford 74*, bearing the flag of Rear-Admiral (now Sir Richard G.) Keats, employed in the defence of Cadiz; and *Unité* frigate, Captain Edwin H. Chamberlayne, on the Mediterranean station. In the beginning of July, 1814, he was promoted to the command of the *Merope* sloop; and on the 19th Feb. 1822, appointed to the *Racehorse*, of 18 guns, which vessel he lost in Douglas Bay, Isle of Man, in the month of Nov. following. His last appointment was, March 15th, 1828, to the *Medina 20*, fitting out for the African station, from whence he returned home, invalided, in the spring of 1829.

SAMUEL HOSKINS, Esq.

PASSED his examination in Sept. 1809; obtained the rank of lieutenant on the 4th April, 1810; and was made a commander, July 4th, 1814. He married, in 1820, Mary Anne, youngest daughter of the late commander Daniel Folliott.

GEORGE LUKE (*b*), Esq.

SERVED twenty years under the command of Captain (now Sir Philip C. H.) Durham, by whom, in a letter to the Admiralty, reporting the capture of l'Alcmene French frigate, Jan. 16th, 1814, he is described as a very deserving officer. His first commission bears date Nov. 16th, 1801; and his promotion to the rank of commander took place July 8th, 1814. On the day previous thereto, being then acting in the Heron sloop, he captured an American letter of marque, the Mary, of 5 guns and 32 men.

EDWARD BOYS (*a*), Esq.

WE first find this officer serving as master's mate on board the Royal Sovereign 100, bearing the flag of Sir Henry Harvey, K. B. from which ship he was paid off in the spring of 1802. In June following, he joined the Phœbe frigate, Captain the Hon. Thomas Bladen Capel, fitting out for the Mediterranean station.

Shortly after the renewal of hostilities, in 1803, the Phœbe was ordered off Toulon, to watch the enemy's fleet in that port. On her way thither, when off Civita Vecchia, two French privateers were seen from the mast-head, and, it being then a dead calm, her boats, one of which was commanded by Mr. Boys, were despatched in chase, under the orders of Lieutenant Perkins. After five hours' rowing, about 10 p. m., they came up with one of the enemy's vessels; but, from an unfortunate medley of disastrous circumstances, were twice repulsed, with the loss of eight men killed and wounded.

On the 1st of the following month, Mr. Boys commanded a boat, under the orders of Lieutenant Tickell, at the capture of two settees, laden with fruit and sundry merchandize, close to the land near Cape Sicie. On rejoining the Phœbe, he was placed in charge of one of these prizes, with orders to proceed, as soon as her sails could be put in order, to Lord Nelson, then on the coast of Catalonia, and from thence to

Malta. Unfortunately, however, it was otherwise ordained; for on the 4th both settees were retaken by a French squadron, from which the Phœbe herself with difficulty escaped. On the same day H. M. schooner Redbridge and a transport under her convoy also fell into the hands of the enemy.

After performing quarantine in Toulon roads, Mr. Boys, Messrs Murray and Whitehurst, midshipmen, Mr. Dander-son, master of the transport, and ninety men, were landed about two miles to the westward of the town, and from thence escorted by a guard of infantry, through Aix, Tarascon, Beaucaire, Nismes, Montpellier, Beziers, Narbonne, Carcassone, Castelnaudary, and Ville Franche, to Toulouse. In this once noble capital they remained, on parole, from Sept. 12th, until Dec. 2d, and then set out for Verdun, in company with a lieutenant and six midshipmen, who had been taken in the Redbridge. During this latter journey, they passed through Auch, Beaumont, Montauban, Cahors, Gourdon, Martel, Brive, Uzerches, Limoges, Argentan, Chateauroux, Orleans, Pethivier, Melun, Belleville, Troyes, Chalons (on the Marne), and St. Menchould. The following are extracts from a "Narrative of his captivity and adventures in France and Flanders," published by the subject of this memoir, in 1827.

"Upon being escorted to the citadel, certain regulations as the conditions of my parole, were given to me for perusal. These I signed; permission was then given me to retire into the town, where I took lodgings suitable to my finances. * * * * With respect to the personal treatment of the prisoners at Verdun (setting aside extortion), every candid mind will confess that it was generally apportioned to individual desert; and if occasional acts of oppression occurred, they were exceptions emanating from the petty malice of vulgar minds, unaccustomed to exercise authority, rather than the result of systematic discipline; of which the following fact is an evidence:—

"Four of us were rambling about the country, with a pointer and silken net, catching quails, when the gun was fired (as a signal of some one having deserted). On our return, in passing through the village of Tierville, we were surprised by two gens-d'armes, one of whom instantly dismounted, and seized me, uttering the most blasphemous epithets; he tied my elbows behind me, then slipping a noose round my bare neck, triced me up to the holsters of his saddle, remounted, and returned with his prize to town, exulting in his cowardly triumph, and pouring forth volleys of vulgar abuse,

every now and then tightening the cord, so as to keep me trotting upon the very extremity of the toes, to obtain relief; then again loosening it, as occasional guttural symptoms of strangulation seemed to indicate necessity. Vain would be the attempt to convey an adequate idea of the impotent rage then boiling within me, at the insult offered to my juvenile dignity, whilst a determined naughtiness disdained to betray the slightest indication of submission or complain. My companions were secured round the middle, with the utmost violence and brutality; thus we were conducted to town, and when delivered over to the proper authorities and interrogated, were released. The next morning I waited on the senior officer, Captain Woodriffe, who, with a promptitude which did honour to his feelings, and indignation worthy of a British officer, immediately represented the fact to General Wirion, (commander-in-chief at Verdun,) who assured him the gens-d'armes should be ordered into solitary confinement.

"In July, 1808, three midshipmen were taken in the very act of violating their parole. This afforded Wirion an opportunity of representing the whole class, (including warrant officers and masters of merchant vessels) as contumacious and refractory: he further assured the minister of war, that nothing but extreme rigour and close confinement could insure the persons of these 'très mauvais sujets,' and that Verdun was inadequate to their security. The result was an order for the whole class to be removed; and on the 7th of August, on going to the afternoon 'appel,' we were arrested, to the number of 142, and sent to the citadel. * * * * * The previous occurrence of similar events, though on a minor scale as to numbers, warned us to prepare for an early departure, but not a word to that effect escaped the commanding officer until late at night. * * * * * At dawn of day, the drum summoned us to muster. We were drawn up in two ranks; one of 73, destined for Valenciennes and Givet, the other of 69, for Sarre Louis and other depôts, to the eastward. The northern expedition being ready, we were placed two by two, upon bundles of straw, in five waggons, and set out, escorted by the greater part of the horse gens-d'armes of the district, aided by infantry. * * * * * My most intimate friend and brother midshipman, Moyses, was of the party, and we had agreed to avail ourselves of the first opportunity to decamp; this, however, appeared almost hopeless. In the evening we arrived at Stenay, having travelled about twenty miles * * * * *. Parole had, hitherto, tended to reconcile me to captivity; but being now deprived of that honourable confidence, and feeling my pride wounded, at the oppressive act of punishing the innocent for the guilty, no obstacle could avert my intention of finally executing what I now felt a duty; and it was eliciting to find, that, in these feelings, my friend most cordially participated."

Having concocted their scheme as well as they could, Messrs. Boys and Moyses kept watch for an opportunity, but

were always baulked, and on their arrival at Meziers separated; the former being ordered to Valenciennes, the latter to Givet.

Passing through Hirson, Avesnes, Quesnoy, and Landrecy, Mr. Boys and his division arrived at the end of their journey on the 17th Aug., and were conducted with great form to the citadel of Valenciennes, there to take up their abode during the war, with about 1400 men, who occupied the barracks. Between the "très-mauvais sujets" and those men, no distinction whatever was to be made, except the permission of walking on the rampart facing the town.

That part of the fortress in which the prisoners were allowed to amuse themselves has two gates; the northern leading to the upper citadel, and the southern to the town: at each was a strong guard. Through the western rampart is a sally port, which leads into an outwork, thence into a garden, forming a triangle of about half an acre, at the extreme point of which the Escant branches off in two streams, the canal passing between the citadel and ravelin.

"Through this sally-port," says our hero, "it was my intention to make an attempt to escape, that appearing the weakest point. I meant to swim across the river, and take my clothes in an umbrella prepared for the occasion. Some few days elapsed before I ventured to communicate my intentions to any one, when I broached the subject to a brother midshipman, named Ricketts, who readily entered into my views, and was willing to assist me in any way, but, from the most honourable motives declined joining. A messmate, named Cadell, also declined; I then sounded several other midshipmen, without success. In this state of suspense, day after day elapsed, till the 4th of September, when I applied to one whose name was Hunter; he approved of my plans, and appeared gratified that I had selected him as a companion. It was agreed that we should start on the 14th, intending, by means of picklocks, to get through the sally-port; and I was the more sanguine, from the circumstance of there being no sentinel at that door. The 14th arrived, every thing wearing a favourable aspect, and the hour of ten was appointed for the attempt; but about 4 P.M., Hunter surprised me, by signifying his determination to postpone it until the spring, as from the season of the year, he foresaw innumerable difficulties, and deemed success impossible. In this dilemma, I became almost frantic, for, from so untimely and unexpected a secession, I doubted in whom to confide.

"My brother officers getting intimation of my intention, whispered it about from one to the other, till it became a topic of general conversation: at length, it reached the ears of the police, and, in consequence of this, I was so closely watched, that all my prospects, for the present, were blasted. The only way to remove these suspicions, was perfect tranquillity for some time; and to divert the attention of the public, I sent to Verdun for my clothes and dogs, which I had left there, to avoid incumbrances on the road to Valenciennes. I should not neglect to mention, that a sentinel was now placed at the before-mentioned sally-port, and stricter orders issued throughout the dépôt.

"The midshipmen began to manifest much impatience at the continuance of their 'durance vile,' and, after several fruitless applications to the commandant, drew up a letter to the minister of war, requesting restoration to parole, one sentence of which insured a flat denial, as it plainly intimated that a refusal would be attended with escape. A few days after, I was delighted to learn, that the minister's answer was confined to a simple negative. * * * * I kept up a correspondence, per post, with my friend Moyses. It was my wish, that he should make interest to be sent to Valenciennes, such removals being sometimes effected through the application of our own officers. Finding there was no probability of a junction, and all suspicion being at length removed, I again commenced sounding those around me, when I found an opening to make a proposal to a midshipman, named Rochfort; he came into it immediately; the strictest secrecy was observed, and we determined to be seldom seen together, although the most perfect harmony and cordiality prevailed between us, and, I may add, an implicit confidence in mutual support. * * * * With the assistance of Ricketts and Cadell, our preparations were completed, and the 15th Oct. was fixed for our departure. I was the more anxious to carry our plans into execution, so soon as matured, because the commandant, with unremitting diligence, was daily visiting the citadel, and as frequently changing the posts of the sentinels, and issuing stricter regulations for the security of the prisoners. * * * * There still being a sentinel at the sally-port, my first plan was changed to that of getting into the upper citadel, which could only be effected by creeping upon the parapet above the north gate, letting ourselves down upon the bridge over the canal, and passing through the ravelin; but being unacquainted with those parts of the fortifications we intended to risk all, and trust to Providence for deliverance. * * * * By the friendly aid of a déténu, residing in the town, we procured provisions, a map of the northern department, and several other necessaries, almost indispensable on such an expedition. The only thing now wanting was rope, which we obtained by purchasing skipping lines of the French boys, this being a general amusement amongst them at this season. * * * * About five P.M. on the day fixed for our departure, I was walking with Ricketts, and discussing the proposed plans,

which were then ripe for execution, when Cadell came up, and told us that Rochfort had just been seized with head-ache and fever, so violent as to require his being immediately put to bed. This I could not credit, until made an eye-witness of the fact. Struck with astonishment, I gazed on the sufferer, and scarcely able to ask a question, stole into the yard, absorbed in thought and perplexity; not cherishing the faintest hope of finding another in the citadel to join with me. * * * * I wandered about for some time, reflecting on this extraordinary occurrence, little suspicious of what was afterwards developed, that, from our total ignorance of the impediments, in passing into the upper citadel, failure and its attendant consequences, must have been the result of trial at this time. My mind, however, was not to be diverted from the object in view; and no sooner had I roused myself from the effect of this disheartening event, than I began to meditate new schemes, for I was resolved on the attempt '*coute qui coute*'; but hesitated whether to await Rochfort's recovery, or to look out for another companion. Day after day passed in this state of suspense; when finding no amendment in his health, he was liberal enough to advise my seeking a helpmate among the seamen. He became so reduced by his illness, that, even if he did recover, he durst not risk exposure to night chills, for a considerable time; it was, therefore, with extreme reluctance, I abandoned the hope of his company. I then went to several of the most steady quarter-masters and other petty officers, without success. Whether they doubted the possibility of escape, or were deterred by the recollection of the barbarous murders at Bitchie, I cannot say: for it was known, that when the commandant of that place had gained intimation of an intended attempt, he suffered the fugitives to reach a certain point, where the gens-d'armes were concealed, ready to rush in, and murder them. Two sailors, named Marshall and Cox, fell victims to this refined system of republican discipline. A somewhat similar act of cold-blooded atrocity afterwards occurred at Givet, in the person of Hayward, a midshipman: this gallant fellow, with his friend Gale, had broken out of prison, in the face of day, and fled into the country: unfortunately they were discovered, and the alarm given: two horse gens-d'armes immediately pursued, and overtook them in an open field. On their approach, Hayward, being unarmed, and seeing escape impossible, stood still, extending his arms, and exclaimed— '*Je me rends*:' but this was too favorable an opportunity to be neglected, for the savage gratification of shedding human blood. Neither the defenceless state of the individual, nor his prompt surrender, could avert these merciless miscreants from plunging their swords into his manly chest, and mangling the body in a horrible manner. It was afterwards taken into the prison-yard, stripped naked, and exposed to the view of the prisoners, for the purpose of intimidating others from the like attempt. Gale gave himself up at the same time; and although he received several severe wounds, they did not prove mortal.

"It will scarcely be credited, that the commandant gave the perpetra-

tors of this outrageous exploit a pecuniary reward, saying :—‘ I give you this for having killed one of them ; had you killed both, the reward would have been doubled ! * * * * * In the beginning of November, two sailors were sparring in the yard ; and so common was this amusement, that it attracted the notice of no one but a stupid conscript of a sentinel, who, fancying they were quarrelling, quitted his post, and commenced a brutal attack on them, with the butt-end of his musket : this breach of military discipline soon collected a mob, and the endeavours of the men to ward off the blows, gave them the appearance of acting offensively. The guard was called out, when the gens-d’armes, rushing through the crowd, cut and slashed on all sides. Whitehurst and I, happening to be there at the time, roused with indignation at such wanton barbarity, also pushed in, in the hope of preventing bloodshed. The *marèchal de logis*, observing us in the ‘*mêlée*,’ desired us to send the men to their rooms, who, upon the order being given, immediately retired. This prompt obedience, hearing the appearance of generally acting under our influence, was, no doubt, the cause of our being denounced as the authors of the disturbance. The next morning, we were arrested, and conducted to a separate place of confinement, upon the rampart fronting the town. We were there locked up, with a sentinel at the door, without communication with any one, and ordered to be kept on bread and water. We there received secret information, that the commandant had forwarded a report to the minister of war, representing us as ‘*chefs de complot*’ ; the punishment of which, by the ‘*Code Napoleon*,’ is death. Although this did not much trouble us, being conscious of the falsehood of the accusation, yet we judged it right to lay before the commandant a firm and accurate relation of the facts, referring him to the *marèchal de logis*, for proof of our interference having prevented more bloodshed, and restored tranquillity. This respectful appeal to the justice of the commandant, corroborated by the evidence of the *marèchal*, succeeded in restoring us to our comrades, and in inducing him to transmit a counter-statement to Paris. I mention this circumstance, because it produced a proposition on the part of Whitehurst, to attempt escape, as soon as we could make the necessary preparations. I readily acceded to his proposal ; and, although I knew that, from his inexperience in the management of small craft, his assistance, in the event of getting afloat, could not be great, I was perfectly convinced of his willingness and resolution. This consideration rendered it necessary, however, to seek a third person, and I sounded five men separately, in the course of the day ; but, so prevalent was the belief of the impossibility of getting out of the fortress, except by bribery, that they all declined.

“ In this difficulty, I consulted Ricketts, who proposed to introduce the subject again to Hunter. I consented to accept him as a companion, provided we took our departure in a week. This stipulation being conveyed to him, and our prospects painted in glowing colours, he agreed to join us.

From that moment, he behaved with firmness and cordiality: not an hour was lost in procuring every thing needful for the occasion; but before we fixed a day, we resolved to obtain some information respecting the obstacles in our passage to the upper citadel, that being the only way by which we could possibly escape. It was necessary to be very cautious in this particular, and many schemes were suggested. At length, hearing that that part of the fortifications abounded in wild rabbits, it occurred to me to offer my greyhounds to one of the gens-d'armes, whenever he chose to make use of them. This I did, and the fellow mentioned it to the *maréchal de logis*, who was equally pleased with the expectation of sport, for they verily believed that such beautiful English dogs could kill every rabbit they saw. Shortly after, the gens-d'arme came, with the keys in his hand, for them; the *maréchal* waiting at the gate. The dogs, however, had been taught to follow no one but their master, so that their refusing to go, afforded me an opportunity of offering to accompany them, which was immediately accepted. Whitehurst, Hunter, and two or three others, requested permission to go with us; four other gens-d'armes were ordered to attend, and we went in a tolerably large party. We took different directions round the ramparts, kicking the grass, under pretence of looking for rabbits: few were found, and none killed; but we succeeded in making our observations, and, in about an hour, returned fully satisfied of the practicability of escape, though the difficulties we had to encounter were,—scaling a wall, ascending the parapet unseen, escaping the observations of three tiers of sentinels and the *patroles*, descending two ramparts, of about 45 feet each, and forcing two large locks. These were not more than we expected, and we, therefore, prepared accordingly. On our return, we fixed the night of the 15th Nov. for the attempt. Through a friend in town, I got iron handles put to a pair of steel boot-hooks, intending to use them as picklocks. The only thing now wanting was another rope; and as that belonging to the well in our yard was not trustworthy, we hacked several of the heart-yarns, so that the first time it was used it broke. A subscription was made by the *mids*, and a new rope applied for; by these means, we had at command about 36 feet, in addition to what our friends had before purchased of the boys. Every thing was now prepared; the spirits and provisions, in knapsacks, were concealed in the dog-kennel. On the 14th, Whitehurst communicated the secret to a young *mid*, named Mansell, who immediately proposed to join. * * * * * At length the day arrived which I had so ardently desired, and the feelings of delight with which I hailed it, were such as allowed me to anticipate none but the happiest results. The thought of having lost so many years from the service of my country, during an active war, had frequently embittered hours which would otherwise have been cheerful and merry, and now proved a stimulant to perseverance, exceeded only by that which arose from the desire I felt, to impress upon the minds of Frenchmen the inefficacy of vigilance and severity, to enchain a British officer,

when compared with that milder and more certain mode of securing his person—confiding in his honor.”

Owing to the calmness of the night of Nov. 15th, and the stars shining very bright, Mr. Boys was persuaded by Messrs. Cadell and Ricketts to defer his departure until the 16th.

“In the afternoon,” says he, “we amused ourselves with writing a letter to the commandant, in which we thanked him for his civilities, and assured him, that it was the rigid and disgraceful measures of the French Government which obliged us to prove the inefficacy of locks, bolts, and fortresses; and that, if he wished to detain British officers, the most effectual method was to put them upon their honor, for that alone was the bond which had enchained us for more than five years. This letter was left with Ricketts, to be dropped on the following day, near the ‘corps de garde.’ At half-past seven, P. M. we assembled, armed with clasped knives, and each provided with a paper of fine pepper, upon which we placed our chief dependence; for in case of being closely attacked, we intended throwing a handful into the eyes of the assailants, and running away. The plan was, that Hunter and myself were to depart first, fix the rope, and open the opposing doors; a quarter of an hour afterwards, Whitehurst and Mansell were to follow: by these means we diminished the risk attendant on so large a body as four moving together, and secured the advantage of each depending more upon his own care; for if Hunter and myself were shot in the advance, the other two would remain in safety; and if, on the contrary, they were discovered, we hoped to have time, during the alarm, to gain the country. Our intentions were, to march to the sea side, and range the coast to Breskins, in the island of Cadsand, opposite Flushing; and, if means of getting afloat were not found before arriving at that place, we proposed to embark in the passage-boat for Flushing, and about mid-channel, rise and seize the vessel. It was now blowing very fresh, and was so dark and cloudy, that not a star could be seen; the leaves were falling in abundance, and as they were blown over the stones, kept up a constant rustling noise, which was particularly favorable to the enterprise: indeed, things wore so promising an appearance, that we resolved to take leave of a few other of our brother officers: eight of them were accordingly sent for: to these I detailed our exact situation, the difficulties we had to contend with, and the means of surmounting them, reminded them of our letter to the commandant, of last month, and the glory of putting our threats into execution, in spite of his increased vigilance; read the one we had that afternoon written, and proposed that any of them should follow that chose,—but with this stipulation, that they allowed four hours to elapse before they made the attempt. Upon which, it being a quarter past eight, Hunter and myself,

with woollen socks over our shoes, that our footsteps might not be heard, and each having a rope, a small poker, or a stake, and a knapsack, took leave of our friends, and departed. We first went into the back-yard, and, assisted by Rochfort, who was now convalescent, but not sufficiently strong to join the party, got over the wall, passed through the garden and palisades, crossed the road, and climbed silently upon our hands and knees up the bank at the back of the north guard-room—lying perfectly still as the sentinels approached, and as they receded again advancing, until we reached the parapet over the gateway leading to the upper citadel. Here the breast-work, over which we had to creep, was about five feet high, and fourteen thick; and it being the highest part of the citadel, we were in danger of being seen by several sentinels below; but fortunately the cold bleak wind induced some of them to take shelter in their boxes. With the utmost precaution we crept upon the summit, and down the breast-work towards the outer edge of the rampart, when the sentinel made his quarter-hourly cry of '*Sentinelle, prenez garde à vous,*' similar to our 'All's well:' this, though it created for a moment rather an unpleasant sensation, convinced me that we had reached thus far unobserved. I then forced the poker into the earth, and by rising and falling with nearly my whole weight hammered it down with my chest; about two feet behind I did the same with the stake, fastening a small line from the upper part of the poker to the lower part of the stake: this done, we made the well-rope secure round the poker, and gently let it down through one of the grooves in the rampart, which receives a beam of the draw-bridge when up. I then cautiously descended this half chimney, as it were, by the rope; when I had reached about two-thirds of the way down, part of a brick fell, struck against the side, and rebounded against my chest; this I luckily caught between my knees, and carried down without noise. I crossed the bridge, and waited for Hunter, who descended with equal care and silence.

"We then entered the ravelin, proceeded through the arched passage, which forms an obtuse angle with a massive door leading to the upper citadel, and, with my picklock, endeavoured to open it; not finding the bolt yield with gentle pressure, I added the other hand, and gradually increased the force until I exerted my whole strength, when suddenly something broke. I then tried to file the catch of the bolt, but that being cast iron, the file made no impression; we then endeavoured to cut away the stone in the wall which receives the bolt, but that was fortified with a bar of iron, which rendered our attempt abortive; the picklocks were again applied, but with no better success: it now appeared complete 'check-mate;' and, as the last resource, it was proposed to return to the bridge, slip down the piles, and float along the canal on our backs, there being too little water to swim, and too much to ford it. In the midst of our consultation, it occurred to me, that it would be possible to undermine the gate this plan was no sooner proposed than commenced; but

Having no other implements than our pocket knives, some time elapsed before we could indulge any reasonable hopes of success; the pavement stones under the door were about ten inches square, and so closely bound together, that it was a most difficult and very tedious process. About a quarter of an hour had been thus employed, when we were alarmed by a sudden noise, similar to the distant report of a gun, echoing in tremulous reverberations through the arched passage, and, as the sound became fainter, it resembled the cautious opening of the great gate, creating a belief that we were discovered. We jumped up, and drew back towards the bridge, intending, if possible, to steal past the gens-d'armes, and slip down the piles into the canal; but the noise subsiding, we stood still, fancying we heard the footsteps of a body of men. The recollection of the barbarous murders at Bitché, on a similar occasion, instantly presented itself to my sensitive imagination; it is impossible to describe the conflicting sensations which rushed upon my mind during this awful pause: fully impressed with the conviction of discovery, and of our falling immediate victims to the merciless rage of ferocious blood-hounds, I stood and listened, with my knife in savage grasp, waiting the dreadful issue, when suddenly I felt a glow flush through my veins, which hurried me on with the desperate determination to succeed, or make a sacrifice of life in the attempt. We had scarcely reached the turning, when footsteps were again heard; and, in a whispering tone, 'Boys,' this welcome sound created so sudden a transition from desperation to serenity, from despair to a pleasing conviction of success, that in an instant all was hope and joy. Reinforced by our two friends, we again returned to our work of mining, with as much cheerfulness and confidence as though already embarked for England. They told us the noise was occasioned by the fall of a knapsack, which Mansell, unable to carry down the rope, had given to Whitehurst, from whom it slipped, and falling upon a hollow sounding bridge, between two lofty ramparts, echoed through the arched passage, with sufficient effect to excite alarm.

* * * * Three of us continued mining until half-past ten, when the first stone was raised, and in twenty minutes more the second: about eleven, the hole was large enough to allow us to creep under the door; the drawbridge was up; there was, however, sufficient space to allow us to climb up, and it being square, there was, of course, an opening in the arch: through this we crept, lowering ourselves down by the line, which was passed round the chain of the bridge, and keeping both parts in our hands, landed on the *garde fous*.* Had the bars been taken away escape would have been impossible; there not being sufficient line for descending into the ditch. We then proceeded through another arched passage, with the intention of undermining the second door, but to our great sur-

* Two iron bars, one above the other, suspended by chains on each side of the bridge, when down, serving the purpose of hand-rails.

prise and joy, we found it unlocked. We now got down, crossed the ditch upon the '*garde fous*,' landed in the upper citadel, proceeded to the north-east curtain, fixed the stake, and fastened the rope. As I was getting down, with my chest against the edge of the parapet, the stake gave way. Whitehurst, who was sitting by it, snatched hold of the rope, and Mansell of his coat, whilst I endeavoured to grasp the grass, by which I was saved from a fall of about fifty feet. Fortunately, there was a solitary tree in the citadel, from which we cut a second stake; and the rope being doubly secured, we all got down safe with our knapsacks, except Whitehurst, who, when about two-thirds of the way, from placing his feet against the rampart, and not letting them slip so fast as his hands, got himself in nearly a horizontal position; seeing his danger, I seized the rope, and placed myself in rather an inclined posture under him; he fell upon my arm and shoulder with a violent shock; fortunately neither of us was hurt.

"We all shook hands, and in the excess of joy, heartily congratulated ourselves upon this providential success, after a most perilous and laborious work of three hours and three quarters. Having put our knapsacks a little in order, we mounted the glacis, and followed a foot path which led to the eastward. But a few minutes elapsed, before several objects were observed on the ground, which imagination, ever on the alert, metamorphosed into *gens-d'armes* in ambush; we, however, marched on; when, to our no small relief, they were discovered to be cattle. Gaining the high road, we passed, (two and two, about forty paces apart) through a very long village, and, having travelled three or four miles, felt ourselves so excessively thirsty, that we stopped to drink at a ditch: in the act of stooping, a sudden flash of lightning, from the southward, so frightened us (supposing it to be the alarm-gun), that, instead of waiting to drink, we ran for nearly half an hour. We stopped a second time, and were prevented by a second flash, which alarmed us even more than the first, for we could not persuade ourselves it was lightning, though no report was heard. Following up the road in quick march, our attention was suddenly arrested by a drawbridge, which being indicative of a fortified place, we suspected a guard-house to be close at hand, and were at first apprehensive of meeting with a serious impediment; but observing the gates to be open, we concluded that those at the other extremity would be also open, and therefore pushed forward. We drank at the pump, in the square, when it was recollected that this was the little town of St. Amand. Directing our course by the north star, which was occasionally visible, we passed through without seeing a creature. About an hour after, still continuing a steady pace, four stout fellows rushed out from behind a hedge, and demanded where we were going. Whitehurst and Mansell immediately ran up; and, as we had previously resolved never to be taken by equal numbers, each seized his pepper and his knife, in preparation for fight or flight, replying, in a haughty tone of defiance, 'What is that to you? be careful how you

interrupt military men:’ then whispering, loud enough for them to hear, ‘*la bayonette* ;’ upon which they dropt astern, though still keeping near us ; in the course of a quarter of an hour, on turning an angle of the road, we lost sight of them, and continued a rapid march, frequently running, until about five A.M., when we were unexpectedly stopped by the closed gates of a town. We retraced our steps a short distance, in the hope of discovering some other road ; but we could find neither a footpath, nor wood, nor any other place of concealment. We quitted the high-road, and drew towards a rising ground, there to wait the dawn of day, in the hope of retreating to some neighbouring copse ; no sooner had we laid ourselves upon the ground, than sleep overcame us. Our intention was, if no wood could be seen, to go to an adjoining ploughed field, and there scratch a hole in which we could hide ourselves from a distant view. Upon awakening from a short slumber, we reconnoitred around, and found our position to be near a fortification ; being well acquainted with such places, we approached, in the hope of finding an asylum. At break of day, we descended into the ditch, and found the entrance into the subterraneous works of the covered way nearly all blocked up with ruins and bushes : an opening, however, was made, we crept in, our quarters were established, and the rubbish and bushes replaced in the space of a few minutes. This most providential and pleasing discovery, added to our many narrow escapes from detection, excited a feeling of gratitude to that Omnipotent Being who, in his infinite mercy, had thus cast his protecting wings around us.

“ I have since heard, that the first intimation of our departure at Valenciennes was at dawn of day, when, on opening the north gate, the rope was seen suspended from the parapet. The roll to muster was instantly beaten, and the alarm given to the neighbouring peasantry by the firing of guns. The midshipmen, on whom suspicion first fell, were hurried into ranks, half-dressed ; and when the names of the absentees were called over, some one tauntingly replied, ‘ *Parti pour l’Angleterre* ;’—This tone of triumph considerably exasperated the *gens-d’armes*, and inflamed the zeal of our pursuers ; it also might have had some influence in exciting the solicitude of the commandant for our apprehension. * * * * * The whole town was in confusion. All the bloody-minded rabble were let loose, with multifarious weapons, and *carte blanche* to massacre these lawless *aspirans*. Besides which 500 of the *garde nationale* were despatched to scour all the woods within five leagues, and an additional reward of 300 livres was offered for the capture of each of us. The reason for limiting the search to that distance was a belief of the improbability of our having exceeded it, after the arduous task of undermining, &c.

“ But to proceed :—we were totally unacquainted with the country ; an examination of the maps pointed out the place of our retreat to be the fortification of Tournay : the fallen ruins were the bed upon which fatigue and a confidence of security, procured us a sound and refreshing sleep. At

three P.M. we enjoyed our dinner, notwithstanding the want of beverage; for, upon examining the knapsacks, the flasks were found broken. Whitehurst, having lost his hat in descending the first rampart, was occupied in manufacturing a cap from the skirts of his coat. It rained all the afternoon, and the weather in the evening getting worse, we were detained till about ten P.M., when, no prospect of its clearing up presenting itself, we quitted our comfortable abode, walked round the citadel, to the westward, over ploughed ground, until, coming to a turnip field, we regaled ourselves most sumptuously. By eleven, we had rounded the town and gained the north road. During the night we passed through several villages without seeing any one, and at six A.M. arrived at the suburbs of Courtray, expecting there to find as snug a retreat as the one we had left the preceding evening; but, to our mortification, the town was enclosed with wet ditches, which obliged us to seek safety elsewhere. Observing a farm house on the right, our steps were directed towards it, and thence through bye-lanes, until a mansion was discovered: this we approached, in the hope of finding an out-house which would afford us shelter for the day; nothing of the kind could be seen; but, not far distant, a thicket was descried, of about 150 paces square, surrounded by a wet ditch, from fourteen to twenty feet wide: here then we determined to repose our wearied limbs, and, it being day-light, not a moment was to be lost. The opposite side of the narrowest part of the ditch was one entire bed of brambles, and in the midst of these we were obliged to leap. Hunter, Mansell, and myself got over tolerably well; but when Whitehurst made the attempt, stiff with wet and cold, and the bank giving way, from his great weight, he jumped into the water: it was with difficulty he could be extricated, and not without being dragged through the brambles, by which he was severely scratched. We lay ourselves down in the centre of this swampy thicket. The rain had continued without intermission from the time of our leaving Tournay, and notwithstanding it somewhat discommoded us, yet we were consoled by the additional security it afforded. This little island protected us till near dark, when we walked round it to find the easiest point of egress. From the torrents of rain that had fallen during the day, the ditches had become considerably wider, and there was only one opening in the bushes, whence a leap could be made. Of this, three of us profited; the fourth obtained a passage by the aid of a decayed willow, which overhung the opposite bank."

In this manner, and with a continuation of bad weather, our travellers pursued their course to Blankenberg, a village on the sea-coast, to the eastward of Ostend. On their arrival at the gates of Bruges (after passing through Haerlabeck and Deynse), they were all in a most deplorable condition—wet to the skin, their feet bleeding, and so swollen, that they

could scarcely walk at the rate of three miles an hour. Mr. Boys had also a tumour forming on his left side, which obliged him always to lie on the right, and proved the foundation of a rheumatism, to which he has ever since been subject.

“Near the gates,” continues he, “we observed a public house, and having hitherto found such places to afford relief and safety, at this hour of the night, we entered, and saw nobody but an old woman and a servant: at first they appeared somewhat surprised, but asked no questions except such as regarded our wants, frequently exclaiming ‘*pauvres conscrits.*’ We dried our clothes, when the sudden transition from cold to heat split Hunter’s feet; several of his nails also were loose, and Whitehurst had actually walked off two. The fire made us all so very sensitive, that we could scarcely bear our feet to the floor; but found some relief by bathing them in oil: having, however, enjoyed a comfortable supper, we lay ourselves down, keeping watch in turn, until 4 A. M., when we paid the old woman and departed.”

Midway between Bruges and Blankenberg, Mr. Boys and his companions found a warm friend in Madame Deriske, landlady of the Raie-de-Chat, a solitary public house; by whom they were long concealed, and ultimately enabled to escape. During the time they enjoyed her protection, Mr. Boys made no less than thirteen trips to the coast, hoping to procure a vessel of some kind; but always without success. The last of these attempts may serve as a specimen of the whole.

“On the night of the 4th Mar. 1809, finding several vessels nearly afloat, I returned to our party with the joyful information. Furnished with provisions and a lantern, we proceeded silently to the water’s edge, and jumped on board the easternmost vessel, in the pleasing confidence of having at length evaded the vigilance of the enemy, and of being on the eve of restoration to our native soil. The wind was fresh and squally from the W. N. W., with a good deal of swell; the moon, although only three days after the full, was so obscured by dark clouds, that the night was very favorable for our purpose. The vessel was moored by five hawsers; two a-head, and three a-stern: it was arranged, that Whitehurst and Mansell should throw overboard the latter, Hunter and myself the former; this was preferred to cutting them. We had been so long in Flanders, and received such protection from the natives, that all harsh feeling which might have existed towards an enemy, was so mellowed into compassion for their sufferings under the Corsican yoke, that we were unwilling to injure one of

them, and therefore had determined, if in our power, to send back the craft, which, being a fishing schuyt, might probably be the only support of an indigent family. Whilst Whitehurst and Mansell were executing the duty allotted to them, Hunter and myself got ready the foresail, and paid overboard one of the hawsers. The tide now rolled in, the vessel floated, and we hove her out to within about four fathoms of her buoy. Whitehurst and myself being ready to cut the other hawser, and hoist the sail, Hunter went to the helm, when he found the rudder was not shipped, but lying on the poop. We instantly ran aft, and got it over the stern; but the vessel pitched so heavily, that it was not possible to ship the lower pintle. We were now apprehensive of the total failure of the attempt; for to go to sea without a rudder would have been madness, and being nearly under the battery, we were in momentary expectation of being fired into. Several minutes were passed in this state of anxiety and danger, still persevering in the attempt to ship the rudder; but at length, finding it impossible, without a guide below, and feeling that our only hope was dependant upon the success of this important effort, in the excitement of the moment I jumped overboard; at the same instant the vessel springing a little a-head, and the sea washing me astern, it was not without the greatest exertion I could swim up to get hold of the stern post. Hunter, seeing that I was dashed from her by every wave, threw me a rope; this I made fast round my waist, and then, with some trouble, succeeded in shipping the rudder. The effort of swimming and getting on board again, although assisted by my comrades, so completely exhausted me, that I lay on my back for some time, incapable of moving a limb: but at length, rallying, I went forward to help hoist the foresail, whilst Hunter cut the hawser, and then ran to the helm. The sail was no sooner up than the vessel sprang off, as if participating in our impatience, and glorying in our deliverance: such, however, is the uncertainty and vanity of all human projects, that at the very moment when we believed ourselves in the arms of liberty, and our feelings were worked up to the highest pitch of exultation, a violent shock suddenly arrested our progress. We flew aft, and found that a few fathoms of the starboard quarter hawser having been accidentally left on board, as it ran out, a kink was formed near the end, which, getting jambed between the head of the rudder and the stern-post, had brought the vessel up all standing: the knife was instantly applied, but the hawser was so excessively taut and hard, that it was scarcely through one strand ere the increasing squall had swung her round off upon the beach. At this critical juncture, as the forlorn hope, we jumped out to seize another vessel, which was still afloat; when Winderkins,* seeing a body of men running upon the top of the sand-hills, in

* A man engaged by the landlady of the Raie-de-Chat to assist them in their escape.

order to surround us, gave the alarm : we immediately made a resolute rush directly across, leaving our knapsacks, and every thing but the clothes on our backs, in the vessel ; the summit was gained just in time to slip over on the other side unseen. We ran along the hills towards Blankenberg for about a hundred yards, when, mistaking a broad ditch for a road, I fell in, but scrambled out on the opposite side. Mansell, who was close at my heels, thinking that I had jumped in on purpose, followed ; this obliged the others to jump also. Having regained the Raie-de-Chat, we related the heart-rending disaster to Madame Derikre. Fearing, from the many articles left in the vessel, that some of them would give a clue to our late abode, and be the means of causing a strict search, she was desired to destroy every thing that could lead to discovery, or suspicion ; then taking all the bread in the house, and leaving Mansell there, the rest immediately set out for a wood on the other side of Bruges, where we arrived a little before daylight.*

“ Not having had time to dry our clothes at the Raie-de-Chat, we were in a most deplorable state, shivering with cold, and wet to the skin ; the tails of our jackets solid boards of ice, and not a shoe amongst us worthy the name. In this wood we remained three days, each succeeding hour seeming to redouble the sufferings of the last.”

During the above period, the Raie-de-Chat was twice searched most minutely, by 36 gens-d'armes and police officers, but who, fortunately for Madame Derikre, found nothing to corroborate their suspicions. Speaking of his subsequent sojourn in another wood, about two miles to the eastward of that house, Mr. Boys says :

“ Soon after taking up this position, the weather became intensely cold ; and, literally clad in armour of ice, we lay listening to the whistling wind, and shivering with exposure to the chilling blast, which not only defied repose, but threatened the most calamitous effects : indeed, our limbs were sometimes so benumbed, that it became absolutely indispensable to shake and twist ourselves about, to promote the necessary circulation of the blood. Nor did there appear any prospect of the termination of this misery ; for, as the black and ponderous clouds passed swiftly over us, the wind increased, the hail beat furiously down, and the trees trembled, until the raging violence of the storm seemed to threaten the uprooting of the very wood we occupied. In this exposed situation, with variable though piercing cold weather, we remained until the 15th. * * * * Whitehurst now suffered so severely from illness, that doubts arose as to the possibility of his continuing much longer in this state of exposure ; and, had not his complaint taken a

* Mr. Mansell was then about to visit Bruges, disguised as a girl, and did not again join his fellow fugitives.

favorable turn, his patience and fortitude must soon have yielded to stern and absolute necessity."

About the end of March, the benevolent landlady learnt that Mr. Mansell had embarked for England, with a smuggler: he soon afterwards died at sea.

On the 1st April, Mr. Boys, disguised as a carpenter, ventured into Bruges, and happily succeeded in interesting another female in his behalf;—one whose influence with her husband, a "notaire publique," named Moitier, was of some importance. He subsequently obtained the loan of a passport belonging to one Auguste Crens Neirinks, a Flemish "chevalier d'industrie," and, accompanied by him and his sister, passed through Ghent, Brussels, Charleroi, and Namur, on his way to Givet, with the intention of making an effort to release Mr. Moyses. On his arrival in the vicinity of Dinant, however, he received information that that gentleman had been transferred to Bitche, for an offence similar to the one for which he himself was once "cachoted" at Valenciennes. Reluctantly abandoning his generous design, the impracticability of succeeding in which was but too evident, he returned to Bruges, remained there until the 29th of April, and then, under the guidance of Neirinks, proceeded with Messrs. Whitehurst and Hunter to the coast opposite Flushing. On the 8th of May, towards midnight, he had the happiness to find himself safe on board a small boat, in which he was conveyed to a fishing smack near the Goodwin Sands; and from the latter we find him landing at Dover, early in the morning of the 10th.

On the day after his arrival in England, Mr. Boys waited upon the First Lord of the Admiralty, who was pleased to issue an order for his immediate examination, without waiting the usual period fixed for that purpose. On the 25th of the same month, he was appointed lieutenant of the Arachne sloop, Captain Samuel Chambers; and on the 8th July, 1814, promoted from that vessel to the command of the Dunira, 18. Shortly after joining the Arachne, and whilst attached to the Walcheren expedition, he had the good fortune to be instrumental in affecting the escape from an hostile shore of his

friends Ricketts and Rochfort. His narrative, written in the West Indies, in 1810, cannot fail to leave on the mind of the reader a strong impression of admiration at the energy, patience, and perseverance of the author.

In 1831, Commander Boys published "Remarks on the practicability and advantages of a SANDWICH or DOWNS HARBOUR." It is proposed by him, to make a cut for the said harbour in a direct line from the anchorage called the Small Downs, about a mile to the northward of Sandown Castle, to the river Stour at Sandwich, a little to the southward of a cut that has been commenced at some former period. We sincerely hope "that the plan will be taken up with that spirit, to which its superior claims, in a national point of view, so fully entitle it."*

JOHN DAVY, Esq.

DISTINGUISHED himself as a midshipman at the attack, capture, and destruction of a French convoy, in the bay of Rosas, in the night of Oct. 31st, 1809.† He was made a lieutenant on the 15th Jan. 1810; and promoted to the rank of commander, July 15th, 1814.

CHARLES BERNHARD HARVEY, Esq.

WAS made a lieutenant on the 13th Jan., 1803; and advanced to the rank of commander, July 19th, 1814.

HENRY PYNE, Esq.

OBTAINED his first commission on the 22d Jan., 1806, and was promoted to the rank of commander, July 19th, 1814, whilst serving under Captain the Hon. T. B. Capel, in La

* See Nautical Magazine for June, 1832, p. 205.

† See Suppl. Part III. p. 160.

Hogue, 74. The exploit which led to his advancement is thus spoken of, by our trans-atlantic brethren, in the *Connecticut Gazette*, April 13, 1814:—

“It is with grief and mortification we perform the task of announcing to our readers, that on Friday morning last, four of the enemy’s barges and two launches, commanded by Captain Richard Coote, of the brig *Borer*, with 200 men, proceeded up Connecticut river to Pettipague point, and destroyed upwards of twenty sail of vessels, without sustaining the loss of a single man. We have ascertained, on the unfortunate spot, the following facts:—

“The boats first landed at Fort Saybrook, where they found neither men nor cannon; from thence they proceeded to Pettipague point, landed by four o’clock in the morning, and were paraded in the principal street before the least alarm was given. The inhabitants were, it may well be supposed, in great consternation: but Captain Coote informed them, that he was in sufficient force to effect the object of the expedition, which was to burn the vessels, and that if his party were not fired upon, no harm should fall upon the persons of the inhabitants, or the property unconnected with the vessels: and a mutual understanding of that purport was agreed to.

“The enemy immediately after commenced the act of burning the vessels, and such as exposed the buildings on the wharfs they hauled into the stream; a party of fourteen men were sent in the mean time a quarter of a mile above the point, who put fire to several vessels which were on the stocks. At 10 o’clock, they left the shore entirely, and took possession of a brig and schooner which were built for privateers. These they attempted to beat down the river; but the brig getting on shore they burnt her, and the schooner was so light as to be unmanageable; they continued in her and the boats alongside until dusk, when Lieutenant Bray, with a field-piece from Killingworth, commenced firing on them; after the second shot they left the schooner, and took shelter under a small island opposite the point, and at half past eight, it being very dark, made their escape from the river.

“Their conduct towards the inhabitants was unexceptionable, excepting that some cloths and plate were taken by a person supposed to be an American, who, it was conjectured, acted as a pilot and guide, and had frequently been there with fish for sale; this wretch, without orders, destroyed a large new cable, by cutting it with an axe.

“Notwithstanding the enemy were on shore at 4 o’clock in the morning, it was half-past 12 p. m. before the express arrived here with the information, although a report of the fact was brought by the stage at 11. Every exertion was immediately made to send a force sufficient for the object; a body of marines from the squadron, a company of infantry from Fort Trumbull, and a part of Captain French’s militia company of artillery, with a field-piece, and a considerable number of volunteers, were soon in motion: a part of the marines and volunteers in carriages, and Captain

French, with his detachment and field-piece, arrived at the river at 4 o'clock; at which time a respectable body of militia, infantry, and artillery, occupied the banks on both sides, in the momentary expectation that the enemy would attempt to descend. It was, however, soon perceived that it was not their intention to attempt going out before dark, and that the only chance of taking or destroying them was by a joint attack by land and water; timely measures for this purpose were prevented by the want of water craft, a misfortune which could not be remedied in the very short period required. A strong fresh, an ebb tide, and thick mist, enabled the enemy to escape down the river, *unheard and unseen*, except by a very few, who commenced a fire, which was followed at random by many, who discerned no object to direct their aim. The troops from the garrison, and marines on foot, did not arrive until the British had escaped. Thus ended an expedition, achieved with the smallest loss to the enemy, and the greatest in magnitude of damage, that has occurred on the *seaboard* since the commencement of the war."

On this occasion, six ships, five brigs, seven schooners, nine sloops, a number of pleasure boats, a great quantity of naval stores, and several butts of rum, were destroyed. The escape of the British would have been next to a miracle, had not the Americans, by way of making sure to destroy them, injudiciously facilitated their retreat. At the narrow part of the river, where there are two juttings, they lighted immense fires, *vis à vis*: these beacons pointed out the fair way, and, added to a very dark night, enabled our countrymen to make good their retreat in safety; whereas, had the Yankees lighted only one fire, and stationed a force opposite to it, the destruction of their assailants must have been inevitable.

On the 14th April, 1814, the commander-in-chief on the Halifax station addressed a letter to Captain Capel, of which the following is a copy:—

"Sir,—I desire that you will convey to Captain Coote, and the officers, seamen, and marines, employed under his immediate command on the expedition in the Connecticut river, that I view their conduct with admiration; and that I shall feel much satisfaction in laying their merits before the Lords Commissioners of the Admiralty.

"The orderly and exemplary conduct of the men while on shore, particularly with respect to their sobriety, has been a principal cause of saving many valuable lives, and the return of the expedition with comparatively so small a loss*; their conduct while on shore has drawn forth praise from

* Two killed, two wounded.

the enemy they assailed, who speak of their behaviour with gratitude, acknowledging that the destruction of the shipping was their only object, and that no sort of injury was done to their persons, or to their properties.
(Signed) "ALEX. COCHRANE."

Commander Pyne married, in 1812, Miss Louisa Lawrence, of College Square, Br.stol.

THOMAS AMBROSE EDWARDS, Esq.

OBTAINED a lieutenant's commission in June, 1809; a pension for wounds, Mar. 16th, 1811; and the rank of commander, July 19th, 1814. He died in 1826.

ANTHONY BLAGRAVE VALPY, Esq.

THIRD son of the Rev. Dr. Valpy; was made a lieutenant on the 11th Oct. 1811; and appointed acting captain of the Apollo frigate, July 19th, 1814; from which date he takes rank as commander. He married, Dec. 13th, 1818, Anna, daughter of Robert Harris, Esq. banker, and, at that time, mayor of Reading, co. Berks.

CHARLES HUTCHINSON, Esq.

WAS made a lieutenant on the 16th April, 1807; promoted to his present rank July 21st, 1814; and appointed an inspecting commander, in the coast guard service, July 6th, 1831.

CHARLES GREENE, Esq.

Is a son of the Rev. Dr. Greene. He passed his examination in Sept. 1809; obtained the rank of lieutenant on the 4th May, 1810; and was subsequently appointed third of the Laurel frigate, Captain Samuel Campbell Rowley; in which ship he had the misfortune to be wrecked on the Govivas, a small sunken rock, in the Teigneuse passage, near Quiberon, Jan.

31st, 1812*. Shortly after his return from French prison, he was advanced to the rank of commander, by commission dated July 23d, 1814.

WILLIAM HIRD, Esq.

OBTAINED his first commission in Jan. 1796; commanded the Ant schooner, previous to the peace of Amiens; and subsequently served for several years as flag-lieutenant to the late Vice-Admiral Pickmore: his promotion to the rank of commander took place on the 29th July, 1814.

WILLIAM HALL, Esq.

SERVED as midshipman under Captain (now Sir Richard G.) Keats, in the Boadicea frigate; obtained the rank of lieutenant on the 1st May, 1807; and commanded the Bouncer gun-vessel, under the orders of the same distinguished officer, at the defence of Cadiz; during which arduous service he appears to have been badly wounded †. He was promoted from the Bellerophon 74, (bearing the flag of Vice-Admiral Keats, on the Newfoundland station) to the command of the Sabine sloop, July 29th, 1814. He married, in 1816, Ann, youngest daughter of Peter Churchill, of Dawlish, co. Devon, Esq.

CHARLES PEARSON, Esq.

WAS made a lieutenant on the 8th of Nov. 1808; and served as second of the Phœbe frigate, Captain James Hillyar, at the capture of the United States' ship Essex, March 28th, 1814 †. On this occasion, his gallant captain wrote to the Admiralty as follows:

"I have to lament the death of four of my brave companions, and with real sorrow I add, that my first lieutenant, William Ingram, is among the number; he fell early, and is a great loss to His Majesty's service. * * * Our lists of wounded are small, and there is only one for whom I am und-r any anxiety. * * * I feel it a pleasant duty to recommend to their lordships' notice my now senior lieutenant, Pearson."

* See Vol. II. Part II. p. 683 *et seq.*

† See Vol. III. Part I. pp. 131 and 134.

‡ See Vol. II. Part II. p. 861 *et seq.*

The *Essex*, although much injured in her upper works, was not in such a state as to give the slightest cause of alarm respecting her ability to perform a voyage from the South Seas to Europe, with perfect safety. She was therefore placed under the command of Lieutenant Pearson, whom we find arriving at Plymouth, in company with the *Phœbe*, on the 13th Nov. following. His promotion to the rank of commander took place July 29th, 1814.

This officer is now employed in the coast-guard service, to which he was appointed on the 6th July, 1830. He married, Jan. 3d, 1826, Maria, daughter of the late J. Sayers, of North Yarmouth, Esq.

FRANCIS CHARLES ANNESLEY, Esq.

Is, we believe, a son of retired Commander the Hon. F. C. Annesley, and related to the noble Irish family of the same name. He was born at Castle Wellan, co. Down, Ireland, Dec. 31st, 1787; and entered the royal navy, as midshipman on board the *Greyhound* frigate, Captain (now Sir Richard) Lee, in Jan. 1798. He subsequently served under Captains John Smith, William Lukin (now Windham), and Askew Paffard Hollis, in the *America* 64 and *Thames* frigate, on the North Sea, Channel, and Cadiz stations. The latter ship formed part of the squadron under Sir James Saumarez, at the destruction of two Spanish three-deckers and capture of a French 74, in the Gut of Gibraltar, July 13th, 1801; and was paid off in 1802.

We next find Mr. Annesley in the *Vestal* 28; afterwards in the *Argo* 44; and in 1806 and the following year, acting as lieutenant of the *Arab* 22, Captain Keith Maxwell. He passed his examination in Dec. 1807; obtained a commission on the 14th Jan. following; frequently distinguished himself whilst serving as second lieutenant of the Pilot sloop, on the Mediterranean station*; and was promoted to the command of the *Heron* sloop, July 30th, 1814.

* See Suppl. Part. IV. pp. 56—65.

JOHN DUNDAS COCHRANE, Esq.

SON of the Hon. Cochrane Johnstone, by Lady Georgiana, a daughter of James, third Earl of Hopetoun.

This officer was at the battle of St. Domingo, in Feb. 1806; and afterwards served as midshipman on board the *Ethalion* frigate, commanded by his first cousin, Captain (now Sir Thomas J.) Cochrane: he obtained a lieutenant's commission, in Feb. 1811; and was promoted to the rank of commander, on the 15th Aug. 1814. After the conclusion of a general peace, we find him perambulating a great part of France, and every province of Spain and Portugal. In the beginning of 1820, finding that he was not likely to be employed afloat, and evidently possessing no little share of that spirit of eccentricity and enterprise so strongly developed in his family, he volunteered to undertake a journey into the interior of Africa, to explore the source of the Niger. In order to accomplish this object, he not only prepared to assume the character of a mahomedan, but had even resolved to sell himself as a slave to one of the owners of caravans, travelling in that country, the grave of European endeavour.

The Board of Admiralty being unfavourable to this plan, Commander Cochrane next turned his attention to Russia, Siberian Tartary, the Frozen Sea, Kamschatka, &c., and soon determined upon travelling round the globe, as nearly as can be done by land; crossing from Northern Asia to America, at Behring's Straits: he also resolved to perform the journey on foot, his finances allowing of no other mode.

Having obtained two years' leave of absence, he filled his knapsack with such articles as he considered requisite to enable him to wander through the wilds, deserts, and forests of three quarters of the globe; then quitted London, and proceeded with all possible speed to St. Petersburg; where, through the recommendation of his friend, Sir Robert Kerr Porter, his proposed exploit obtained higher countenance than could have been anticipated. Not only was he furnished with the customary passport, but also with a secret letter to the governor-general of Siberia, and open instructions to the civil governors and police, "of all the towns and pro-

vinces lying in his track, from St. Petersburg to Kam-schatka, to aid him, as far as possible, to proceed on his journey without interruption; to afford him lawful defence and protection; and in case of necessity, to render him pecuniary assistance."

On the 24th May, 1820, Commander Cochrane fairly commenced his stupendous undertaking; but he had not proceeded very far from St. Petersburg on his way to Muscovy, before he suffered a greater misfortune than afterwards befel him in routes of 10,000 miles among reputed savages. He thus relates it in his published narrative:

"My route was towards Liubane, at about the ninth mile-stone from which I sat down to smoke a segar or pipe, as fancy might dictate, when I was suddenly seized from behind, by two ruffians, whose visages were as much concealed as the oddness of their dress would permit. One of them, who held an iron bar in his hand, dragged me by the collar towards the forest, while the other, with a bayoneted musket, pushed me on, in such a manner as to make me move with more than ordinary celerity; while a boy, auxiliary to these vagabonds, was stationed on the road-side, to keep a look out.

"We had got some sixty or eighty paces into the thickest part of the forest, when I was desired to undress; and having stript off my trowsers and jacket, then my shirt, and, finally, my shoes and stockings, they proceeded to tie me to a tree. From this ceremony and from the manner of it, I fully concluded that they intended to try the effect of a musket upon me, by firing at me as they would at a mark. I was, however, reserved for fresh scenes: the villains with much *sang froid* seated themselves at my feet, and rifled my knapsack and pockets, even cutting out the linings of the clothes in search of bank-bills, or some other valuable articles. They then compelled me to take at least a pound of black bread, and a glass of rum poured from a small flask, which had been suspended from my neck. Having appropriated my trowsers, shirt, stockings, and shoes; as also my spectacles, watch, compass, thermometer, and small pocket sextant, with one hundred and sixty roubles, they at length released me from the tree, and at the point of a stiletto, made me swear that I would not inform against them,—such, at least, I conjectured to be their meaning, though of their language I understood not a word.

"Having received my promise, I was again treated to bread and rum, and once more fastened to the tree, in which condition they finally abandoned me. Not long after, a boy who was passing heard my cries, and set me at liberty. I did not doubt he was sent by my late companions upon so considerate an errand, and felt so far grateful: though it might require something more than common charity to forgive their depriving me of my shirt and trowsers, and leaving me almost as naked as I came into the world.

"To pursue my route, or return to Tzarsko Selo would, indeed, be alike indecent and ridiculous; but, being so, and there being no remedy, I made therefore 'forward' the order of the day; having first, with the remnant of my apparel, rigged myself à l'*Ecossoise*, I resumed my route. I had still left me a blue jacket, a flannel waistcoat, and a spare one, which I tied round my waist in such a manner, that it reached down to the knees: my empty knapsack was restored to its old place, and I trotted on with even a merry heart."

Notwithstanding this untoward accident, Commander Cochrane's ardour was by no means abated; for he still pursued his perilous journey; passed in safety the mighty barriers, called the Ural Chain, which divide Europe from Asia; and then proceeded onward to Malaya-Narymka, the last spot on the frontier of Russian Siberia. Here he forded a little stream which forms the actual line of demarcation on the Chinese and Russian dominions; and according to his narrative, seating himself on a stone on the left bank, "was soon lost in a reverie." "It was about midnight," says he, "the moon apparently full, was near her meridian, and seemed to encourage a pensive inclination. What can surpass that scene I know not. Some of the loftiest granite mountains spreading in various directions, enclosing some of the most luxurious valleys in the world; yet all deserted!—all this fair and fertile tract abandoned to wild beasts, merely to constitute a neutral territory!"

At Barnaouli, Commander Cochrane met with an enlightened statesman of the name of Speranski, lately sent from Russia with a view to correct abuses of administration in the distant provinces of Siberia. "Of his personal attentions to me," says our traveller, "I shall ever feel proud and grateful. He had at first taken me for a Raskolnick*, from my long beard, and longer golden locks; notwithstanding I wore at the same time a long swaddling grey nankeen coat, and a silken sash round my waist; but indeed so great a buck had I become of late, that I hardly knew myself."

General Speranski, with the same discrimination which qualified him to correct public abuses, fixed on Commander Cochrane, as a suitable person, to join in the expedition of discovery, then fitting out on the Kolyma river, to determin^e

* A seceder from the Greek church.

the position and extent of Shelatskoi Noss, commonly called the N.E. Cape. Accordingly, he furnished him with a commission for this purpose, with instructions to proceed to Nishney Kolymsk, where the expedition was preparing under Baron Wrangél. Barnaouli, it should be observed, is in lat. 53° N., long. 84° E., and Nishney Kolymsk in lat. 68° N., long. 164° E.; consequently, in this commission, General Speranski appears to have afforded complete indulgence to the travelling propensities of his new English acquaintance from whose narrative we make the following extract :

“ We reached fifty-five miles with the same dogs, and put up for the night at a Yukagir hut. Resumed next morning with increased cold, though calm weather, and reached Nishney Kolymsk at noon, amid 42° of frost, according to many spirit thermometers of Baron Wrangél's, on the 31st Dec. 1820, after a most tedious, laborious, and to me perilous journey of sixty-one days, twenty of which were passed in the snow, without even the comfort of a blanket; nor had I even a second coat, or parka, nor even a second pair of boots, and less clothing than even the guides and attendants of the poorest class. I could not therefore but feel grateful for my safe arrival at such a season of the year, in such intense cold, and with only the upper part of my nose at all injured. I met, at Nishney Kolymsk, the baron and a midshipman. It was the last day of the old year; and in the present enjoyment of a moderate meal, a hearty welcome, and excellent friends, I soon forgot the past, and felt little concern for the future. Quarters were appropriated to me in the baron's own house; and with him, on the shores of the Frozen Sea, I enjoyed health and every comfort I could desire.”

Commander Cochrane next proceeded to the country of the Tchuktchi, a people inhabiting the tract which forms the north-eastern corner of Asia; his account of whom is one of the most interesting portions of his narrative. From thence he returned to Kolymsk, and ultimately pursued his journey, by Omekon, and across the sea of Okotsk, to St. Peter and St. Paul, in Kamschatka, where it was his happy fortune to centre his hitherto rambling affections in an amiable native lady, to whom he was united on the 8th Jan. 1822. After making a tour of pleasure through the Kamschatdale peninsula, he became fully aware of the impracticability of following up his original plan. In July, 1822, he sailed for Okotsk; and from that post, actually travelled with his bride across Siberia to St. Petersburg. On repassing the Ural

mountains, he makes the following observations, as a summary of his experience :

“ At break of day I was on the highest peak of the Ural mountain pass, and could not help stopping to take a last view of Asia, the forced residence of many dear and valued friends, as also the abode of others whom I much esteem. Though it is, generally speaking, the land of the exile, it is rather the land of the unfortunate than of the criminal. It is the want of education, which, begetting a looseness of morals, plunges these unfortunates into error. The thinness of population in Siberia, is a ready reason to account for the facility with which a person is exiled. Of real criminals there are not so many as is imagined, as by the report of Nertchinsk it appears, that but two thousand five hundred criminals are employed in the mines. It is not every man who is sent to Botany Bay that ought to be termed a criminal; nor is every one who is exiled to Siberia. It may be safely said that all the most hardened criminals who are banished for life, are at Nertchinsk and Okotsk; at least there are very few exceptions, and I believe their whole number does not exceed three thousand, while the number of exiles sent for a limited period, annually amount to at least one half that number. As to the education and moral habits of the natives of Siberia, they are certainly equal, if not superior in these respects, to that of the European Russians. They have not the same incitement, nor the same means of committing crimes. The whole population does not exceed two millions and a half, about one half of which are aborigines, scattered over a tract of country which gives to each person three square miles. Provisions and clothing are cheap, taxes are not known, the climate is healthy—and what can man more desire? I looked again to the East, and bade adieu, thankful for the many marks of esteem and kindness I had received from the hands of its hospitable people.

“ Descending the western branch of the Ural Mountains, I soon found myself again in Europe: the land of malt, the fire-side home, again had charms for the traveller. The sensations I experienced upon quitting the most favoured quarter of the globe, were nothing when compared to the present. Then I thought I was going only to the abode of misery, vice, and cruelty, while now I knew I had come from that of humanity, hospitality, and kindness. I looked back to the hills, which are, as it were, the harrier between virtue and vice, but felt, in spite of it, a desire to return and end my days there. And so strong is still that desire, that I should not hesitate to bid adieu to politics, war, and other refined pursuits, to enjoy, in Siberia, those comforts which may be had without fear of foreign or domestic disturbance.

“ In the evening of my entry into Europe, I reached the village of Bissertskaya Krepost, situate on the Bissert stream. The road was bad, and over a hilly country, nor was my dissatisfaction at all allayed by the conduct of the Permians. Inhospitability, incivility, and general distrust every where prevailed, and influenced the conduct of the inhabitants; even the last copeck is insisted upon in payment for the horses, before they are permitted to commence the journey; a circumstance which, in many cases,

occasions much inconvenience and loss of time. In Siberia, the traveller may pay forward or backward three or four stations, and every sort of accommodation is given."

After passing some time in England, this persevering and astonishing pedestrian sailed for South America, where he embarked largely in mining speculations, and died on the 12th of August, 1825.

JOHN CHARLES SYMONDS, Esq.

WAS made a lieutenant in August, 1807, and commander on the 16th of August, 1814.

THOMAS WILSON, Esq.

WAS of a Chichester family. He served as midshipman under Captain Charles Elphinstone, on the East India station; as second lieutenant of the *Milford 74*, Captain (now Sir Henry W.) Bayntun, attached to the Channel fleet; and as flag-lieutenant to Sir Edward Pellew, during his command of the Mediterranean fleet. This officer's first commission bears date July 6th, 1811. He obtained the rank of commander, Aug. 26th, 1814; and was appointed to the *Martin 20*, fitting out for the East Indies, Feb. 19th, 1825. He perished with all his crew in 1827.

JOHN DEBENHAM, Esq.

WAS born in 1772; and commenced his career in the royal navy, Nov. 3d, 1788. Previous to the French revolutionary war, he served under Captains Isaac George Manley, Thomas Spry, George Roberts, and Thomas Troubridge, in the *Fairy* and *Discovery* sloops, and *Thames* frigate, on the African, Leeward Islands, Home, and East India stations. In the latter ship, he visited China, and was present at the capture of Tippoo Saib's "Fortified Island," close to Onore, on the coast of Malabar.

We next find Mr. Debenham serving on board the *Duke 98*, bearing the broad pendant of Commodore George Murray, and attached to the squadron under Rear-Admiral Gardner. at the unsuccessful attack upon Martinique, in June 1793*

* See Vol. I. Part I. p. 40*.

He afterwards joined the *Glory 98*, and behaved with distinguished bravery, under the command of Capt. John Elphinstone, at the memorable battle of June 1st, 1794*. From that ship he was removed into the *Prince of Wales 98*, bearing the flag of Rear-Admiral Henry Harvey, in which he assisted at the capture of three French two-deckers, by the fleet under Lord Bridport, near l'Orient, June 23rd, 1795†. His extraordinary good conduct while on board one of these ships, having been duly represented by the prize-master, Lieutenant now superannuated Rear-Admiral Alexander Wilson, obtained him the patronage of the rear-admiral, by whom he was immediately ordered to be rated master's mate; and in the following year presented with a commission, appointing him to the *Invincible 74*, Capt. William Cayley, on the Leeward Islands station ‡. In her he bore a part in an attack upon some shipping under the batteries of St. Eustatius, and also at the subsequent reduction of Trinidad §.

Previous to Mr. Debenham's promotion, the *Invincible* had lost several commissioned officers and half her crew, by yellow fever. His exertions, in supporting the discipline of the ship, particularly in preventing drunkenness, and not allowing the men to sleep in the open air, appears to have given great offence, and caused them to clamour much against him; which coming to the knowledge of Lord Camelford, then commanding the *Favorite* sloop, induced that officer to invite him to become his first lieutenant ||. He accordingly joined that vessel in the spring of 1798, and continued in her, on the West India and North Sea stations, until June 1800; the latter part of the said time under the command of Captain Joseph Westbeach. The opinion entertained of him by the above nobleman will be seen by the following, dated Dec. 6th, 1799.

"Dear Debenham,—Captain Manby, whose character I have already sufficiently delineated to you, wishes you to leave the *Favorite* and come to town, when I shall be very happy to make you acquainted over a plain pudding dinner. Lose no time in getting clear of the ship, as the Bourde-

* See Vol. I. Part I. pp. 75—79.

† See *Id.* p. 246. *et seq.*

‡ See Addenda ¶ § See Vol. I. Part. I. p. 112. || See Addenda ¶

lais will soon be ready to receive your active exertions. Your true friend and humble servant, (Signed) "CAMELFORD*."

Lieut. Debenham's next appointment was to the Formidable 98, in which ship he served, under Captains Edward Thornbrough and Richard Grindall, on the Channel and West India stations, from Aug. 1800 until Oct. 1802. The following testimonial was granted to him by the former excellent officer :

"These are to certify the Right Honorable the Lords Commissioners of the Admiralty, that Lieutenant John Debenham served under my command, on board the Formidable, and always conducted himself in an officer and gentleman-like manner, and very much to my satisfaction.

(Signed) "EDWARD THORNBROUGH."

In 1805, Mr. Debenham was first lieutenant of the Devastation bomb, on the Downs station, and present in several actions with the enemy's flotilla, collected for the invasion of England. In 1806 and 1807, he commanded the Furious gun-brig, and displayed great vigilance in blockading Calais, Ostend, and the intermediate ports. Whilst thus employed, he cut out a vessel from under the batteries on Calais cliff; and afterwards drove a smuggler ashore near Dunkirk, where he landed and took possession of her under a heavy fire from a battery near at hand, with the soldiers belonging to which, who, when their guns would no longer bear upon him, came out to drive him away, he maintained a contest until some horse-artillery were seen advancing from Nieuport. He subsequently made an attack upon several vessels of the same description at anchor under the two batteries of Nieuport haven, and persevered in endeavouring to capture them until his boat's mast was shot away. It is proper to state, that these several attacks were conducted by himself in a six-oared boat, unsupported by any other, and in the open day.

In addition to the above services, the active commander of the Furious saved several British merchant vessels from falling into the hands of the enemy; retook a transport full of horses, close in with Dunkirk; and captured several Danish and other merchantmen.

In Dec. 1807, having received a violent contusion of the foot, and had three of his toes dislocated, by the firing

* See Addenda .

of a gun, Lieutenant Debenham was obliged to resign the command of the *Furious*, and from that period to use crutches, until Aug. 1808. He then obtained employment as an agent of transports, in which capacity he was present at the battle of Corunna, and subsequent reduction of Waleheren. During the embarkation of Sir John Moore's gallant army, he saved from destruction several transports, which, being under the fire of the enemy's artillery, would, but for his exertions, have been lost on the rocks or set on fire, in the confusion which then existed.

In Feb. 1810, Lieutenant Debenham was appointed to the command of the *Deptford* tender, employed between Limerick and Plymouth, under the orders of Captain James Murray Northey, regulating officer at the former port, who bears strong testimony to his exemplary conduct on every occasion, during a period of nearly two years and a half. His last appointment was, in June, 1813, to be an agent of transports employed on the north coast of Spain, where he continued until Oct. 1814. The important services which he there performed are thus detailed by himself in two memorials, one presented to our late sovereign in July 1819, the other to his illustrious brother the Lord High Admiral, April 21st, 1828.

"While on this duty, he was employed in such a manner as can hardly fall to the lot of any other officer belonging to the transport department; for he was entrusted with the superintendence of two stations at a distance of eighteen miles asunder, and without the aid of any immediate superior to whom he might apply, or martial law to intimidate those with whom he had to deal, or even so much as a boat's crew whom he could at any time call together: he had to compel the refractory, to encourage the diffident, to stimulate the idle, and to instruct the ignorant masters of transports in duties to which they were not only adverse, but which were both difficult and dangerous in themselves: and often to incur a personal responsibility which he might easily have avoided, and from the consequences of which he might have expected to be involved in ruinous law-suits, had the result been different to what he contemplated; but from which responsibility, if he had shrunk back, the public service would have been very materially hindered.

"As a proof of which, he will mention his having, in the middle of a stormy night, gone about to press men, with whose aid he removed a large Swedish ship which had anchored, where, had she continued only one hour longer, she would have lain aground ten days, and most effectually blocked up the mouth of the haven of Socoa, from whence the military supplies for the siege of Bayonne were furnished; he was obliged to remove her to a

situation of comparative danger, and this he did by mere force, notwithstanding the protestations of the master, and the remonstrances of the commissariat.

“ In the month of February, 1814, he was at St. Jean de Luz with a division of transports, and directed by Rear-Admiral Penrose to procure as many volunteer seamen as he could from among them, for the purpose of entering the Adour, of establishing a bridge across that river, and of co-operating with a division of the army under General Sir John Hope, in commencing the siege of Bayonne *. He accordingly procured as great a number of volunteers as he was able, and delivered them to the proper officer, who, in the flotilla under Rear-Admiral Penrose, sailed on the evening of the 22d, leaving your memorialist, the only naval officer at Socoa, or indeed nearer to the enemy than Passages.

“ Through the night of the 22d, and during the day of the 23d, owing to calms, and a strong adverse current, the flotilla, instead of advancing any thing towards the Adour, had been drifted to leeward as far as Fontarabia, and as the night of the 23d set in there was no appearance that any part thereof would be able to regain the ground it had lost. It is needful to mention these circumstances, as they explain the nature of an important document herewith respectfully submitted.

“ About ten of the same night, as your memorialist was about to lie down, very much fatigued with the duties of the day, a dragoon arrived bringing a letter from Sir John Hope to Rear Admiral Penrose, then at sea, and another from Colonel (now Sir Home) Elphinstone, the commanding officer of engineers to your memorialist, stating that the army had advanced upon the Adour, and had obtained possession of both its banks ; but that from the non-arrival of the flotilla, or any naval assistance, the greatest difficulty had been found in crossing over the troops and stores necessary ; that from the strength of the tide it was found quite impracticable, without naval aid, to transport horses, artillery, &c. ; that such of the troops as had crossed in pontoons were in the greatest danger of being taken, if they could not be timely supported ; and requesting your memorialist, as an affair of the greatest consequence, to send every boat and scaman he could possibly spare, to their assistance immediately.

“ Your memorialist instantly repaired to Colonel Elphinstone (who had been himself despatched by Sir John Hope, to procure and to hasten the above) through a road the enemy had spoiled, great heaps of stones in some places, in others up to the calves of his legs in mud, noisome with the carcasses of cattle which had fallen down and expired under their burthens ; the night pitch-dark ; the distance a mile ; his object to gain information as to the entrance of the Adour ; but could obtain none on that subject : he however assured the colonel he would, without fail, be on the spot by day-light, with all the assistance he could possibly bring.

“ Returning through the same road, he went from ship to ship to collect men ; the transports were small, and their complements few. By their help,

* See Suppl. Part. II. pp. 277—286.

and by the light of lanterns, he dragged his boat over a long flat of oaze, in which his feet sank at every step, the tide being out.

“ He embarked about midnight in his boat, with as many men as she could well contain, to proceed on his way to the Adour, being about eighteen miles distant, on the open sea, at that time running high; and expecting the enemy would not suffer him to proceed unmolested, he provided himself with a number of bottle corks, to stop up any holes in the boat their small shot might make—his only defence.

“ He arrived before day-break at a place, which from the soldiers’ fires, as he afterwards found them to be, had well nigh proved fatal to him; for here he got suddenly entangled with a very heavy surf. Having extricated himself, he lay till day-light, supposing he could not be far from the place where he was wanted.

“ As the day broke, he perceived the surf, of amazing height and of vast breadth; so that the low part of the land could not at all be seen. He also observed in the offing, Rear-Admiral Penrose and the flotilla; the wind having favored them in the night.

“ He repaired on board the rear-admiral, delivered the letter from Colonel Elphinstone, and obtained permission to fulfil the engagement he had made with that officer. By this time the signal for attempting the passage was flying, and Captain Dowell O’Reilly, of the *Lyra* sloop, having with him a Spanish pilot and a number of boats, had advanced towards the mouth of the river, where he was reconnoitring at the back of the heavy surf.

“ Stimulated by the known necessities of the troops, as well as by the promise he had made, and apprehensive lest the tide would soon be too far spent, your memorialist proceeded onwards, passed by those boats, and soon arrived at a spot from whence it would have been impossible to return; nor, indeed, had he any such desire. Feeling it absolutely necessary to go on, he mer’ally commended himself to the Almighty, encouraged his men with his voice, waved his hat with one hand, and with the other steered his little and deeply laden boat, which, urged with the utmost force of oars and sails, and borne on the top of several enormous waves, each of which broke under her, seemed to fly along. As he cheered, the strength of his men seemed redoubled. Suddenly he perceived that he was running upon a spit of sand, which jutted out into the river, and, though surprised, he instantly gave the necessary orders for beaching, which were as promptly obeyed; a heavy wave now threw the boat upon the bank, and retiring, left her nearly dry; still he kept the men fast in their places, till a succession of similar waves had carried the boat into further security: he then made them jump out, and by the help of the still coming water, drag her upon the sand: he would not himself quit the boat till this was effected, lest his men should slacken in their endeavours, as every thing appeared to depend on their exertions.

“ Captain O’Reilly, who followed immediately after him in a larger and

much better boat, was upset, his boat stove, himself much hurt, five of his men drowned, and he himself and several, your memorialist believes all, the survivors of his crew, dragged out of the water by him and his people. If any other boat at that time followed, it was swallowed up.

“Taking his masts and oars for rollers, your memorialist then launched his boat over the sand into the river, and proceeded to where the assembled officers and soldiers were in crowds witnessing the scene. He immediately began to cross troops over the river; and also to construct a raft for a similar purpose. After Captain O'Reilly's disaster, no other attempts at entrance were made till the afternoon, when the attempt was renewed, and with ultimate success, but not without considerable loss, by the upsetting of boats, and even of decked vessels. Every open boat which attempted the passage was upset, your memorialist's alone excepted, whatever was its size, whether larger or smaller than his.

“Upon the renewal of the attempt at entrance, your memorialist discontinued the transportation of troops, in which he was engaged, and went down in his boat to the inner edge of the breakers on the bar of the river, endeavouring to render what assistance he could: here he saved several of those who were upset; no other boat, person, or other kind of human assistance whatever, was in attendance.

“Having constructed his raft before the establishment of the bridge, he crossed over cavalry, about sixteen horses with their riders, complete for service, at a time,—cannon, waggons, soldiers, whatever indeed was brought to him, making about ten trips a day. The Adour, where this took place, is about as wide as the Thames at London Bridge; and the tide as rapid as in the latter river, a little below the fall of the said bridge. This rapidity it was which foiled the engineers, though aided by a brigade of Portuguese marine. Your memorialist, however, surmounted the difficulty; and during three days, this transportation, as to any thing heavy, was performed almost exclusively by him and his boat's crew, aided by some soldiers. On the third day, a large and well-constructed raft by Major Tod, of the royal engineers, was sent him; on this he crossed over six pieces of battering cannon, complete for service; he also, at the pressing instance of Colonel (now Sir Colin) Campbell, aide-de-camp to the Marquis of Wellington, crossed over in safety, during a furious storm, the travelling and another carriage belonging to his lordship; for which the colonel returned him thanks in the handsomest terms.

“He continued upon this service during a week; for not till then was the bridge, and the quay and wharf belonging to it, fit to bear heavy carriages; and when his labors for the day were concluded, which they never were while he had strength to stand, he then went on board a vessel, where he had to sleep in his clothes upon the deck, wrapped up in a sail. Previous to his quitting the Adour, he received the personal thanks of Sir John Hope and Rear-Admiral Penrose; by whom, in public despatches, he was strongly recommended to their respective commanders-in-chief, the Marquis of Wellington and Viscount Keith.

"He returned by land, through a violent storm and incessant rain, to St. Jean de Luz, in order to attend his charge at that place; and shortly afterwards, he had the happiness there to save from the most imminent danger of shipwreck, several transports, by going on board of them in the midst of a heavy gale, supplying as many of them as he could with pilots, and giving the others directions for crossing the bar. He subsequently saved a transport which had grounded on the bar of the Adour, and was there left nearly dry.

"In the course of these services, your memorialist was once upset in his boat; once driven out in her to sea, where he remained during a whole winter's night, without compass, provisions, or water, the wind blowing most violently, the rain pouring down in torrents, his men drooping and desponding, and the boat only kept from sinking by constant bailing with his hat; once, while rendering assistance to vessels in dangerous situations, he was washed off a pier-head; and on two other occasions, during storms, borne by waves into the sea, and not easily extricated; at another time he was knocked down, by a hawsers slipping, and severely wounded in the head."

Previous to his return home, Lieutenant Debenham received several handsome letters and testimonials from his superior officers, of which the following are copies :

"Boucalt, 7th March, 1814.

"Dear Sir,—I beg leave to enclose you an extract from Admiral Penrose's letter to me of the 25th February, and at the same time will avail myself of the opportunity of returning my most sincere thanks for the many services you rendered to the boats and vessels on their passing the bar of Bayonne, on the 24th ultimo. In the first place, I beg you will accept my kindest acknowledgments for the manly and humane assistance you rendered to me and my boat's crew, without which a much greater number of lives must have been lost. In the second instance, your Country is much your debtor for the truly able and gallant style in which, regardless of the attendant danger, you pushed out into the breakers on the bar, and saved the lives of two seamen belonging to the *Lyra's* gig, which was upset, a midshipman and two men being drowned before you could reach her; and also for saving three lives out of four that were upset in a transport's long boat. I particularize those two instances, out of many, of your meritorious actions, because they came immediately under my own observation. I have been careful to report to the rear-admiral your unprecedented good conduct and exertions on this most trying occasion. I have only now to beg you will accept my best wishes for your welfare, from yours most sincerely,

(Signed)

"D. O'REILLY."

"To Lieut. Debenham, Agent of Transports, Socoa."

ENCLOSURE.

" Sir,—Although it was with the most anxious concern I observed the casualties of yesterday, and remain most solicitous to hear that they are not so great as I might apprehend, from the nature of the service, yet it was with the most lively satisfaction I witnessed the skill and energy which overcame obstacles apparently insurmountable; and I only wait more certain information, to express my public thanks, both on the spot where the service took place, and to the commander-in-chief at home. Offer my cordial thanks and approbation to Lieutenant Debenham, for his extremely good conduct at the passage of the bar.

(Signed) " C. V. PENROSE."

" *Porcupine, Passages, 8th March, 1814.*

" Sir,—In reply to your letter of the 4th instant, I have to inform you that the letter you put into my hands on the morning I met you off the bar of the Adour, was, I believe, sent by me to Captain O'Reilly, to inform him of the state of the troops; but its nature fully warranted you in ordering all the assistance in your power, which might have proved the only safety to the troops who had passed and were trying to pass. Your coming yourself, and ordering the other boats to follow, was highly to your credit; and all your conduct on the occasion marked the zealous, good officer: of that conduct I have borne testimony, both to the commander-in-chief, and to Field-Marshal the Marquis of Wellington. I am, &c.

(Signed) " C. V. PENROSE, Rear-Admiral."

" *To Lieut. Debenham, Agent of Transports, Socoa.*"

" *Passages, 8th March, 1814.*

" Sir,—The rear-admiral expressed himself highly pleased with your conduct. I transmit you an extract of my letter to the Board:

" ' Rear-Admiral Penrose expresses himself highly pleased with the exertions of Lieutenant Debenham, in crossing the troops over the Adour, where he was most useful. I have ever found him correct and steady, and if entrusted with any particular duty, very diligent in the performance of the service: to say more would be presumptuous on my part; to say less I could not.'

(Signed) " THOMAS DELAFONS, Principal Agent of Transports."

" *To Lieutenant Debenham, Socoa.*"

" *Passages, May 26th, 1814.*

" Sir,—As the principal agent of transports on this coast, I cannot quit it without publicly returning you my thanks for your constant attention, and the ready assistance you have ever given me, which has enabled me to carry on the various duties I have been engaged in, so as to procure my recent promotion, and to assure you, on my leaving this port, I shall not

fail, in the strongest manner, to make known my sentiments of your good conduct to the Transport Board. I am, &c.

(Signed) "THOMAS DELAFONS, P. A. T."

"To Lieutenant Debenham, Socou."

"Porcupine, Passages, June 13th, 1814.

"Sir,—On re-perusing and considering your letter to me since the promotion of Lieutenant Delafons, and his appointment to other service, I have to inform you, that notwithstanding you are become the senior officer of the transport service on this coast, I deem your experience and zeal, of both which I am fully sensible, will be more usefully directed in forwarding round to this place all vessels, &c. &c. &c. You will observe, that in the separate charge I have thus given you of two very important posts, I shew the reliance I have, both on your zeal and ability; and also, that as more responsibility naturally attaches to such a distinct duty than if you were acting here under my immediate superintendence, you have the means of making your exertions more conspicuous, and probably your seniority of standing more efficacious. I am, &c.

(Signed) "C. V. PENROSE."

"To Lieutenant Debenham, Socou."

The following notification was also transmitted to him by the Transport Board :

"Admiralty-Office, 8th September, 1814.

"Gentlemen,—Having laid before the Lords Commissioners of the Admiralty your letter of yesterday's date, transmitting an extract of a letter from Rear-Admiral Penrose, bearing testimony to the highly meritorious and unceasing exertions of your several agents on the north coast of Spain, therein named, and recommending those officers, and particularly Lieutenant Debenham, to their lordships' favourable consideration,—I am commanded to acquaint you, that my Lords have been pleased to promote Lieutenant Debenham to the rank of commander. I am, &c.

(Signed) "J. W. CROKER."

"To the Commissioners for Transports, &c."

Commander Debenham's commission bears date Aug. 27th, 1814; since which period he has repeatedly solicited employment in any part of the world, but always without success. In 1816, a sum of money having been voted by Parliament, as a reward to a part of the navy employed on the north coast of Spain during a certain time, and presuming that his services there would without doubt entitle him to participate in the said reward, he gave in his name as a claimant to the

agents, from whom, when the time of distribution approached, he had the mortification to receive a letter as follows :

“ *New Broad Street, London, 17th June, 1819.*

“ Sir,—We are authorized by Lord Keith to acquaint you, that the Lords Commissioners of the Admiralty, to whom his lordship referred your claim to participate in the late parliamentary grant for the north coast of Spain, have decided that you ought not to share ; and we think it right to add, in case you may consider it necessary to pursue your claim farther, that the only course open to you is by memorial to H. R. H. the Prince Regent in Council, as the above decision will be final and conclusive, agreeably to the Order in Council for distribution, unless His Royal Highness shall be pleased otherwise to direct within three months. We are, Sir, your most obedient servants,

(Signed) “ JOHN JACKSON & Co.”

Lord Keith, it should be observed, considered Commander Debenham's claim as well founded, and so reported to the Admiralty ; yet, because he had been employed as an agent of transports, the Board determined to reject it. Acting according to the advice of his lordship, he lost no time in drawing up a memorial, which was submitted in the first instance to Viscount Melville, from whose private secretary he received the following communication, dated July 3d, 1819 :

“ Sir,—I am desired by Lord Melville to acknowledge the receipt of your letter of the 24th ultimo, together with its enclosures, and to express his Lordship's regret that, after a full consideration of the case in all its bearings, and of the claims you have set forth, he has not felt at liberty to recommend a compliance with the prayer of your memorial, although, from his Lordship's opinion of your services, he would have felt satisfaction in being enabled to accede to your wishes. I have the honor to be, &c.

(Signed) “ R. W. HAY.”

In his memorial to the Prince Regent, after stating the peculiar nature of his services on the north coast of Spain, and making but very slight allusion to others which we have recorded, Commander Debenham expresses himself in the following terms :

“ He earnestly desires to deprecate the idea of vain or presumptuous boasting, but he finds at length there are occasions on which not to have a proper sense of what one has done, and of what passes in the world, is to

manifest a blameable apathy; and he cannot but know that under happier auspices, the exploit of Sir Roger Curtis, in saving the drowning Spaniards, before Gibraltar, is a theme celebrated by the painter and poet, and was rewarded by the highest patronage; but for certain, the exertions of that highly esteemed officer, so worthily and so universally venerated, were not greater, either with respect to personal danger, or as to bodily or mental protrusiveness, than were those of your Royal Highness's memorialist at the mouth of the Adour. But how different has been the need: he has been, indeed, promoted to the rank of Commander since that period; but it was for his *general* services, and this boon has been attended with, first, the immediate loss of his employment as agent of transports: and, secondly, it has disabled him from getting two of his sons into Christ's Hospital on Travers's foundation, to which he would otherwise have had a right, worth at the least five hundred pounds. His need, therefore, on account of the above services, seems chiefly to rest in his having been personally thanked and honourably mentioned by Sir John Hope, in his despatches to the Duke of Wellington, and by Rear-Admiral Penrose to the naval commander-in-chief, Lord Keith; — distinctions which he highly values, and which he trusts are no light recommendations to some more substantial recompense.

“ In conclusion, your Memorialist presumes to hope that your Royal Highness will, on viewing these premises, be graciously pleased to cause his name to be placed on the distribution-list. The naval commander-in-chief, Lord Keith, approves his claim; and even at the Admiralty its rejection is considered a hardship: *the very boat's crew who were with him are included in the list which he himself is called upon to furnish*; and he understands that Captain O'Reilly, by virtue of the Order in Council, on account of his great exertions, and the great peril and sufferings which he underwent at the Adour, is to be remunerated beyond other officers of his class; but your Memorialist it was who went before him or any one else in the perilous path of duty on that river; who led them, or marked out to all of them the way; who, when that officer was upset, saved him and several others, to render those exertions so conspicuously noticed. The immortal Admiral Nelson, in order to incite others to emulate his deeds, though at a humble distance, assumed, with his Sovereign's approbation, for his motto, '*Palnam qui meruit.*' Then be it so. The parliamentary grant, to which your Royal Highness gave the fiat, proceeds doubtless upon this principle. How then can your petitioner be rejected? But if certain official forms are an obstacle, he rejoices at the circumstance; because it places him within the immediate reach of the beams of your royal munificence, and will therefore, he feels confident, cause him to be remunerated in some other manner, which, as it will be a personal favour done him, and a favour from the Great, is doubly a favour; how much more so when it proceeds from Royalty, and is extended to so humble a Petitioner, now, after such long services, pining on half-

pay, with which to maintain himself, a wife, and eight children;—obliged to keep at a distance (such is the world) even from his friends, and thereby incapacitated from bringing forward his family."

This memorial, after having been submitted to the Prince Regent in Council, was sent back to the Admiralty with a favorable recommendation; to which their Lordships, however, merely replied, that they had "no funds." In the one afterwards presented to the Lord High Admiral, it is stated by Commander Debenham, "that he has never received the least compensation of any kind for the serious injury sustained in his foot, while commanding the *Furious*, although he was thereby obliged to give up the most eligible appointment he ever held." He also states, "that the refusal of any compensation for this hurt, was made a ground for preventing him the attainment of an object he subsequently had in view;" and then adds, "that, on one occasion, having detained, and brought in for adjudication, a vessel from one of the enemy's ports bound to another, she was not only set free, but the whole expenses of the proceedings allowed to fall upon him; whereas, had he not detained her, pursuant to the existing Orders in Council, he would have been liable to a court-martial." His memorial to the Admiralty on this occasion was attended with no success.

In 1823, Commander Debenham received the following testimonial from Captain James Anderson, under whom he had served at Corunna and Walcheren; and another, of which we shall subjoin a copy, from the late Sir George Collier :

" 36, *Hans Place, Chelsea, 10th Jan.*

"These are to certify, that John Debenham, Esq. commander in the royal navy, served under my command on various dangerous and difficult services, with great credit to himself and to my entire satisfaction, and I can recommend him with the utmost confidence, from the knowledge I have of his vigilance, diligence, attention, uncommon sobriety, and great humanity of disposition, mixed with firmness, as a fit person to fill any situation particularly requiring the rare concurrence of these qualifications.

(Signed) "J. ANDERSON."

"*Knowle Cottage, Exeter, Dec. 17th.*

"Having been solicited by Captain John Debenham, of the royal navy, formerly employed under my orders upon the north coast of Spain, as

lieutenant of the transport service, to certify as to his general zeal and good conduct, I have great pleasure in so doing, and more particularly so, in the knowledge I have, that his zeal, enterprise, and good conduct were as conspicuous while he was under the orders of Rear-Admiral Penrose, upon the eastern shores of the Bay of Biscay, as they had been while Captain Debenham served under my orders at Passages and on the more western parts of that coast, where, as an agent for transports, he manifested zeal, activity, and attention. I have therefore great satisfaction in recommending him to the consideration of the Right Honorable the Lords Commissioners of the Admiralty, as a zealous and trust-worthy officer.

(Signed) "GEORGE R. COLLIER, formerly Commodore
on the north coast of Spain."

On the 19th Dec. 1826, Commander Debenham had the honor of receiving the following letter from the Ordnance Office :

"Sir,—I am directed by the Duke of Wellington to acknowledge the receipt of your letter of the 14th instant; and to acquaint you that his Grace has referred it to Sir Byam Martin, informing him at the same time, that he was highly satisfied with your services in the transport department during the time you were under his orders. I am, &c.

(Signed) "FITZ ROY SOMERSET."

Commander Debenham is the author of several polemical disquisitions, &c. &c. all of which have been printed for gratuitous distribution.

PETER WILLIAMS, Esq.

WAS made a lieutenant on the 27th of Feb. 1801. We first find him commanding the *Entrepenante* cutter; and, in Dec. 1810, making the following report, of a very gallant action, to Commodore (afterwards Sir Charles V.) Penrose, then senior naval officer at Gibraltar :

"On the 12th inst. at eight A.M., I observed four vessels at anchor under Faro Castle; this place is between Malaga and Almeria Bay. It being a dead calm, at nine they got under weigh, sweeping towards us, and at half-past ten they hoisted French colours and commenced firing on us. Our guns could not reach them till eleven A. M. when we began our fire; one vessel on our starboard bow, another on the starboard quarter, and

two right a-stern ; the enemy keeping up a most tremendous fire of round and grape-shot, which we returned with double vigour, with round, grape, and musketry, at this time within pistol-shot. About noon, the enemy shot away our main-top-mast, peak-haliards and blocks, fore-jeers, fore-haliards, and jib-tye ; we had two of our starboard guns disabled, by the stock of one, and the carriage of the other being broken. The enemy seeing us in this disabled state, attempted to board us, but, with the courage that every true Englishman possesses, we repulsed them ; we now kept up a well-directed fire with the two foremost guns and musketry. The enemy made a second attempt, but were again repulsed. By this time one man was killed, and four wounded. I then ordered the starboard sweeps to be manned, and pulled the cutter's head round, it still being calm, and a swell from the S. W. We got our larboard guns to bear on them, and after two well-directed broadsides, and three cheers, three of them sheered off. I was now informed our canister and musket-ball were all expended ; but nevertheless, with two well-directed broadsides, double-shotted, we carried away the largest of the two's foremast and bowsprit. At this time they attempted to board a third time, but, as before, they were repulsed, and that with great loss on their side ; but by this exertion two of our larboard guns were dismantled. The enemy's fire began to slacken ; we then gave three cheers, and with two of our guns, double-shotted, raked them, which must have made great slaughter ; and at half-past two the enemy was taken in tow by two row-boats, who towed them in-shore, we still firing on them with our two guns, until three o'clock, when they were out of our reach ; we then manned our sweeps, towed the cutter's head towards the offing, began to clear the wreck, and by five o'clock had our main-sail, jib, and fore-sail set, but they were more like riddles than sails, after a four hours' hard-fought action. I am at a loss to express sufficiently my feelings on this occasion, when I consider the very superior force of the enemy, and the courage, steadiness, and attention of my brave little crew. The enemy's force, as I learnt from a Danish vessel, which had been lying alongside them in Almeria bay, consisted of one with three latteen sails, two long 18-pounders, six smaller guns, and 75 men ; another, three latteen sails and jib, five guns, and 45 men ; two others, two sails, two guns, and 25 men each. I was short of my complement four men, and had the mate and six men away in a detained vessel, leaving the total number on board thirty-three, out of which we had only one killed and four wounded.

(Signed) " P. WILLIAMS."

On the 15th of the same month, Lieutenant Williams and his gallant crew received the public thanks of Commodore Penrose, in a general order issued to the squadron under that officer's command, and also inserted in the Gibraltar Chronicle. The merchants resident on the rock, as a testimony of

their gratitude, for the protection thus afforded the trade, immediately afterwards entered into a subscription, for the purpose of presenting him with a valuable sword.

On the 25th of April, 1811, while communicating with the governor of Malaga, under a flag of truce, Lieutenant Williams observed two of his late opponents and a Spanish merchant brig, their prize, running into the bay. Before he could get on board, and make sail, one of them anchored close to the mole-head; but the other he brought to action, and, in fifteen minutes, beat and drove her on shore: he then brought-to and recaptured the brig. This service was performed without any loss on the part of the *Entreprenante*, in the presence of numerous spectators assembled on the mole-head.

Lieutenant Williams subsequently commanded the *Richmond* gun-brig; and, April 5th, 1813, was appointed to the *Nimble* cutter, in which vessel he continued until promoted to his present rank, Aug. 27th, 1814.

115 Gazette 17 April 1814
1925 Gazette 17 April 1814

EDWARD JOHNSON, Esq.

Was made a lieutenant on the 4th of April, 1801; and commander, Aug. 27th, 1814.

ANTHONY COLLINS STANTON, Esq.

SERVED as midshipman on board the *Phæton* frigate, Captain (afterwards Sir James N.) Morris; and distinguished himself at the capture of the Spanish national ship *San Josef*, near Malaga, Oct. 28th, 1800*. He was made a lieutenant on the 11th of Jan. 1802; and we subsequently find him serving under Captains Robert Barrie and George Burlton, in the *Pomone* frigate, and *Boyne 98*, on the Mediterranean station. He obtained the rank of commander on the 27th of Aug. 1814; and died at Limerick, in 1827.

* See Suppl. Part II. p. 84.

FLETCHER NORTON CLARKE, Esq.

WAS made a lieutenant in April, 1802; and promoted to his present rank, while serving under Captain Norborne Thompson, in the *Aboukir* 74, on the 27th of Aug. 1814.

WILLIAM HILLYAR, Esq.

WAS made a lieutenant on the 27th Aug. 1803, and subsequently served in the *Niger* frigate, commanded by his brother, the present Captain James Hillyar, C. B., on the Mediterranean station. During the last four years of the war with France, we find him in the *Christian VII.* 80, and *Caledonia* 120, flag-ships of Sir Edward Pellew, now Viscount Exmouth. He obtained his present rank on the 27th Aug. 1814; and was appointed inspecting commander of the coast guard at Marazion, in July 1824.

RICHARD FLANIGAN EDWARDS, Esq.

OBTAINED the rank of lieutenant in May, 1804; and served during the latter part of the war, as first of the *Royal Sovereign* 100, Captain Thomas G. Caulfield, on the Mediterranean station. He was made a commander on the 27th Aug. 1814.

ROBERT HAVERFIELD, Esq.

WAS made a lieutenant on the 10th May, 1804. We first find him serving in the *Isis* 50, bearing the flag of Vice-Admiral John Holloway, at Newfoundland; and afterwards in the *Bucephalus* frigate, Captain Charles Pelly, on the East India station. He obtained his present rank on the 27th Aug. 1814.

RICHARD DEVONSHIRE, Esq.

BROTHER of Rear-Admiral J. F. Devonshire*. This officer was made a lieutenant on the 11th May, 1804; appointed to l'Aigle 36, Captain George Wolfe, June 2d, 1808; and promoted to his present rank, while serving as first of that frigate, under the command of Captain Sir John Louis, on the Mediterranean station, Aug. 27th, 1814. Some of the services in which he participated are stated in pp. 318, 898, and 409 of Vol. II.; at p. 812 of Vol. I., and p. 118 of Suppl. Part I.

ROBERT OLIVER, Esq.

OBTAINED the rank of lieutenant in Jan. 1806; and commanded the boats of the *Espoir* sloop, Captain Robert Mitford, in a dashing little affair on the coast of Calabria, April 4th, 1810 †. He soon afterwards assisted at the capture of an armed ship and three barks, under the castle of Terrecino. We lastly find him serving under the late Sir George Burlington, in the *Ville de Paris* 110, and *Boyne* 98, on the Mediterranean station. His promotion to the rank of commander took place Aug. 27th, 1814.

JOHN FRANCIS LASCELLES, Esq.

WAS made a lieutenant on the 28th April, 1807; and afterwards successively appointed to the *Venerable*, *Saturn*, and *Mulgrave*, third-rates. He continued in the latter ship, under the command of Captain Thomas J. Maling, on the Mediterranean station, until the end of the war. His promotion to the rank of commander took place Aug. 27th, 1814.

* See Vol. II. Part I. p. 411 *et seq.*; and Vol. III. Part II. p. 180 *et seq.*

† See Suppl. Part I. p. 131.

This officer married, Nov. 30th, 1830, Henrietta, second daughter of Mr. Samuel Higham, of Torrington Square, London.

CHARLES HAMLYN, Esq.

SECOND SON of Sir James Hamlyn-Williams, Bart. (of Edwinstford, co. Carmarthen, and Clovelly Court, in Devonshire), by Diana Anne, daughter of Abraham Whittaker, of Stratford, co. Essex, Esq.

This officer entered the royal navy in Aug. 1803; obtained the rank of lieutenant in April, 1811; served for some time under the flag of Sir W. Sidney Smith; and was made a commander on the 27th Aug. 1814.

RICHARD STEPHENS HARNESS, Esq.

SON of the late Dr. John Harness, F. L. S., for many years a commissioner of the Transport Board*.

This officer was born at Wickham, co. Hants, in July, 1792. He entered the royal navy as midshipman on board the *Diadem* 64, Captain Sir Home Popham, in July, 1805; was present, in that ship, at the capture of the Cape of Good Hope and Buenos Ayres, in 1806; and subsequently served in the *Sampson* and *Inflexible* 64's. The latter ship formed part of the fleet under Admiral (now Lord) Gambier, at the siege of Copenhagen, in 1807.

After the surrender of the Danish capital and navy, Mr. Harness joined the *Volontaire* frigate, Captain Charles Bullen, by which excellent officer he was selected to assist at the successful attack upon a French convoy in the Bay of Rosas, on the night of Oct. 31st, 1809†. He obtained the

* See Nav. Chron. v. 35. p. 265 *et seq.*

† See Suppl. Part III. p. 159.

rank of lieutenant in Feb. 1812; and, after serving for some time in the *Fame* 74, Captain Walter Bathurst, was advanced to his present rank, Aug. 27th, 1814. He was an unsuccessful candidate for employment in the expedition sent against Algiers, in 1816.

The father of Commander Harness married, secondly, the widow of Admiral Robert Linzee: one of his sons is in holy orders, another in the corps of royal engineers.

ALEXANDER MERCADELL, Esq.

Is the son of a Minorca merchant. He was made a lieutenant on the 14th May, 1803; and advanced to his present rank, while serving as first of the *Alemene* frigate, Captain Jeremiah Coghlan, Sept. 3d, 1814.

CHARLES GIDDY, Esq.

Was made a lieutenant on the 30th Sept. 1801; and served as such under Lord William Stuart, in the *Lavinia* frigate and *Conquestador* 74; from which latter ship he was promoted to the rank he now holds, Sept. 10th, 1814. He married, Aug. 2d, 1817, a daughter of the late Rev. G. P. Scobell, vicar of Sancreed and St. Just, Cornwall.

CHARLES PENGELLEY, Esq.

OBTAINED the rank of lieutenant in Feb. 1805; and subsequently served in the *Hibernia* 110, *Foudroyant* 80, *Royal George* 100, *Shearwater* 16, *Fylla* 22, and *San Josef* 114. During the operations against Genoa and its dependencies, in 1814, he commanded a division of the Anglo-Sicilian flotilla. We afterwards find him acting commander of the *Guadaloupe* 16. His promotion to that rank took place on

the 20th Sept. 1814. Since then he has held appointments in the Preventive and Coast-Guard services.

This officer married, Sept. 20th, 1811, Agnes, daughter of Mr. W. Jenney, of Truro, co. Cornwall.

WILLIAM LAUGHARNE, Esq.

A SON of the late Captain Thomas Laugharne, R. N. and nephew of the late Vice-Admiral John Laugharne.

This officer was born at Poole, co. Dorset, Dec. 21st, 1785. He appears to have entered the royal navy in Jan. 1798, as midshipman on board the *Barfleur* 98, Captain (afterwards Vice-Admiral) James R. Daeres, under whom he also served in the *Foudroyant* 80. From that ship, after witnessing the surrender of Naples, in June, 1799, and the subsequent capture of *le Génereux* 74, *la Ville de Marseilles*, store-ship, and *le Guillaume Tell* 80, he followed the late Sir Edward Berry into the *Princess Charlotte* 38, and continued to serve under his command, in that ship and the *Ruby* 64, until the peace of Amiens. He next joined the *Concorde* 36, Captain Robert Barton; removed from her into the *Tremendous* 74, Captain John Osborn, at the Cape of Good Hope, in Feb. 1803; and was appointed by Sir Edward Pellew (now Viscount Exmouth) to act as lieutenant of the *Cornwallis* frigate, on the East India station, March 25th, 1805. His first commission bears date Nov. 14th, 1806.

Mr. Laugharne's subsequent appointments were to the *Russel* 74, flag-ship of Rear-Admiral W. O'Brien Drury; *Rattlesnake* sloop, Commander William Flint, in which vessel he returned to England; *Southampton* 32, Captain Edwards Lloyd Graham; *Alemene* 38, commanded by the same officer, on the Mediterranean station; and to be his uncle's flag-lieutenant, at Malta, where he was serving when promoted to his present rank, September 23d, 1814.

Commander Laugharne has been twice married: first, in

Nov. 1818, to Louisa, daughter of retired Commander Peter Tait; and, secondly, in June, 1825, to Mary Emelia, daughter of the late Samuel Rawlings, of Charlton, co. Kent, Esq. His only brother, Lieutenant Thomas Laugharne, a most enterprising young officer, perished in the *Jaseur* brig, when crossing the Bay of Bengal, on his way to China, in Aug. 1809.

MITCHELL ROBERTS, Esq.

OBTAINED the rank of lieutenant in Aug. 1800; and repeatedly distinguished himself while serving under Captain E. Leveson Gower, in the *Elizabeth* 74, on the Mediterranean station. Among other official reports made by that officer, we find the following:

“ Off the River Po, April 29th, 1813.

“ Sir,—I have the honor to inform you, that the boats of the *Eagle* and *Elizabeth* fell in, off *Goro*, with a convoy of seven armed merchant vessels, laden with oil. Four of them were captured, and the other three ran on shore into a tremendous surf, under the protection of a two-gun battery, two schooners, and three gun-boats, who opened a most galling fire.

“ Notwithstanding all these difficulties, one of the vessels was brought off, and another destroyed, much to the credit of Lieutenants Roberts and Greenaway, senior lieutenants of the *Elizabeth* and *Eagle*, under whose directions this arduous service was performed. They speak highly of Lieutenant Holbrook, of the *Eagle*, who was also there, and of all the petty-officers and men. I am happy to add, no person was hurt.

(Signed “ E. LEVESON GOWER.”)

“ To Rear-Admiral Fremantle.”

“ Off Omago, June 8th, 1813.

“ Sir,—Having information that the enemy were sending three vessels, loaded with powder, along the coast of *Istria*, and seeing vessels of the same description within the town of *Omago*, I stood in there; and when the *Eagle* and *Elizabeth* were within gun-shot, I summoned the town, which they refused to receive.

“ After firing some time, the marines of this ship, under Captain Graham and Lieutenant Price, and of the *Eagle*, under Lieutenant Lloyd, drove the enemy out of the town. They had about 100 soldiers. The boats under Lieutenants Roberts, Bennett, Greenawny, and Hotham, destroyed a two gun battery, and brought out four vessels, loaded with wine,

that had been scuttled. I am happy to say, that only one man was wounded; and the conduct of all the officers employed on this service was highly creditable.

(Signed)

“ E. LEVESON GOWER.”

“ *To Rear-Admiral Fremantle.*”

“ *Fussano Roads, June 20th, 1813.*

“ Sir,—Having information that some French gens-d'armerie, who organised the militia, and commissaries, who levied the contributions, resided at Dignano, opposite the Prioni islands, I detached fifty seamen, under Lieutenants Roberts and Bennett, the marines under Captain Graham and Lieutenant Price, and the boats with carronades, under Lieutenant Bernard. They took possession of the town at day-break this morning, made the French prisoners, and disarmed the militia. A surgeon, who fired out of a window at our people, was mortally wounded; this is the only loss on either side. Great praise is due to all the officers employed, and nothing could exceed the steadiness of the men.

(Signed)

“ E. LEVESON GOWER.”

“ *To Rear-Admiral Fremantle.*”

Lieutenant Roberts continued in the Elizabeth, latterly commanded by Captain Gardiner H. Guion, until promoted to his present rank, Sept. 24th, 1814.

GEORGE GUY BURTON, Esq.

BROTHER of Captain Thomas Burton, R. N.

This officer was made a lieutenant on the 20th of Feb. 1805; and promoted from the Tonnant 80, Captain John Wainwright, to the command of the Wolverene sloop, Oct. 5th, 1814.

GEORGE PEDLAR, Esq.

Was presented with the Turkish gold medal, for his services during the celebrated Egyptian campaign. He obtained the rank of lieutenant in Jan. 1802; and distinguished himself on various occasions while serving as first of the Dragon 74, Captain Robert Barrie, on the North American station. His commission as commander bears date Oct. 12th, 1814.

ROGER ROBINETT, Esq.

WAS made a lieutenant on the 1st Feb. 1806; and, after serving for several years in the flag-ship of the commander-in-chief at Plymouth, promoted to his present rank, Oct. 12th, 1814.

JOHN FORTESCUE MORGAN, Esq.

WHILE serving as midshipman of P Aigle frigate, Captain George Wolfe, was apprehended on a charge of murder, and, together with his commander and the late Earl of Huntingdon, tried and fully acquitted, in the summer of 1803*. He obtained the rank of lieutenant in Sept. 1806; and was made a commander on the 12th of Oct. 1814.

This officer married, Oct. 5th, 1815, Ann, eldest daughter of the Rev. H. Jebson, rector of Avon Dassett, co. Warwick.

HENRY KING, Esq.

WAS made a lieutenant in Oct. 1802; and promoted to his present rank, while serving in the Seahorse frigate, Captain (now Sir James A.) Gordon, who thus speaks of him in his official letter to Sir Alexander Cochrane, reporting the brilliant proceedings of a squadron under his orders, in the Potowmac river, North America, in Aug. and Sept. 1814†.

“So universally good was the conduct of all the officers, seamen, and marines, that I cannot particularize with justice to the rest; but I owe it to the long-tryed experience I have had of Mr. Henry King, first lieutenant of the Seahorse, to point out to you, that such was his eagerness to take the part to which his abilities would have directed him on this occasion, that he even came out of his sick bed, to command at his quarters, whilst the ship was passing the batteries ‡; the two first guns pointed by Lieutenant King, disabled each a gun of the enemy.”

* See Vol. II. Part I. p. 315, *et seq.*

† See Vol. II. Part II. pp. 941—945.

‡ On her return from Alexandria.

FRANCIS TRUSCOTT, Esq.

WAS the fifth son of the late Rear-Admiral William Truscott, and brother of the present Commander George Truscott*. He obtained his first commission in Aug. 1800; and served, during the latter part of the late war, as senior lieutenant of the Albion and Ramillies 74's, commanded by Captains John F. Devonshire and Sir Thomas M. Hardy, on the North American station; where he was promoted to the command of the Manly sloop, Oct. 22d, 1814.

This officer married, shortly after the latter date, Catharine, daughter of the Hon. Joshua Hutchison, one of H. M. Council at Bermuda; and died in Bury Street, St. James's, London, Dec. 29th, 1827.

JOHN GEORGE PHILLIPS, Esq.

WAS made a lieutenant in Feb. 1805; and commander on the 22d of Oct. 1814.

JOHN SYKES, Esq.

OBTAINED the rank of lieutenant in July, 1796; and served as first of the Belvidera frigate, Captain Richard Byron, from Feb. 27th, 1810, until promoted to the command of the Variable sloop, Nov. 2d, 1814. The very active and successful manner in which the above ship was employed during the war with North America, has been stated in the memoir of her gallant captain †. We should therein have mentioned, however, that the Mars privateer, of 15 guns and 70 men, was destroyed, near Sandy Hook, by the boats of the Belvidera, Endymion, and Rattler, under the command of Lieutenant Sykes.

* See p. 68.

† See Vol. II. Part II. pp. 622—628.

JOHN FLEMING, Esq.

WE first find this officer serving as master's-mate on board the *Fisguard* frigate, Captain (now Sir T. Byam) Martin, by whom he is mentioned, in an official letter to Sir John B. Warren, as having distinguished himself at the capture of a French gun-vessel, two armed *chasse marées*, and eight other vessels laden with supplies for the Brest fleet, June 11th, 1800*. Twelve days afterwards, he assisted at the destruction of three batteries, mounting seven 24-pounders, situated on the banks of the Quimper river; and in the night of July 1st following, at the destruction of five national vessels (mounting altogether fifty guns) and fifteen others laden with valuable cargoes, lying under the protection of six heavy batteries at the south-east part of Noirmontier, besides flanking guns on every projecting point of that island †. His first commission bears date Oct. 2d, 1800.

In 1806, the Committee of the Patriotic Fund voted Lieutenant Fleming a sword, for his gallant conduct in command of the boats of the *la Franchise* frigate, Captain (now Sir Charles) Dashwood, at the capture of *El Raposa*, a Spanish national brig, in the bay of Campeachy. This brilliant exploit was thus officially reported to Vice-Admiral Dacres, commander-in-chief at Jamaica :

H. M. S. Franchise, off Campeachy, Jan. 7th, 1806.

“ Sir,—Having received information from a neutral, that several Spanish armed vessels had very lately arrived in the bay of Campeachy, and conceiving it practicable, from the local knowledge I had of that place, that they might be cut out without running much risk; I have presumed in consequence to extend the limits of the orders with which you honored me, and come to this anchorage; and although I am well aware of the great responsibility, yet, as it was undertaken solely with a view of forwarding the King's service, by distressing his enemies, so I have the vanity to hope it will be sanctioned with your high approbation.

“ I have, therefore, the honor to report that I, last evening, anchored the *Franchise* in quarter-less four fathoms, a-breast the town of Campeachy; and as it was impossible, from the shallowness of the water, to

* See Suppl. Part III. p. 322.

† See Vol. I. Part II. p. 493, *et seq.*

approach nearer to the shore than five leagues, I despatched the senior officer, Lieutenant John Fleming, accompanied by Lieutenant Peter John Douglas, the third ; Lieutenant Mends of the marines, and Messrs. Daly, Lamb, Chalmers, and Hamilton, midshipmen, in three boats, with orders to scour the bay, and bring off such of the enemy's vessels as they might fall in with. But from the distance they had to row, joined to the darkness of the night, and the uncertainty of their position, it was four o'clock in the morning before they could possibly arrive, long after the rising of the moon, which unfortunately gave the enemy warning of their approach, and ample time for preparation, even to the tricing up of their boarding nettings, and projecting sweeps to prevent the boats from coming alongside : although the alarm was thus given from one end of the bay to the other, and instantly communicated to the castle on shore, yet nothing could damp the ardour and gallantry of the officers and crew who had volunteered on this (as it ultimately proved) hazardous service ; for that instant two of his Catholic Majesty's brigs, one of twenty guns, and one hundred and eighty men, the other of twelve guns and ninety men, accompanied by an armed schooner of eight, and supported by seven gun-boats of two guns each, slipped their cables, and commenced a most severe and heavy cannonading on the three boats, which must soon have annihilated them, had not Lieutenant Fleming, with great presence of mind, and unchecked ardour, most boldly dashed on, and instantly laid the nearest brig on board. He was so quickly supported by his friend, Lieutenant Douglas, in the barge, and Mr. Lamb, in the pinnace, that they carried her in ten minutes, notwithstanding the very powerful resistance they met with. The whole of this little flotilla pursued them for some distance, keeping up a constant fire of guns and musketry, which was so smartly returned both by the brig and boats, that they soon retired to their former position, leaving Lieutenant Fleming in quiet possession of his prize, which proved to be the Spanish monarch's brig *Raposa*, pierced for sixteen, but only twelve guns mounted, exclusive of cohorns, swivels, and numerous small arms, with a complement of ninety men, but only seventy-five actually on board ; the captain, Don Joaquin de la Cheva, with the senior lieutenant, the civil officers, and a boat's crew, being absent on shore. She appears almost a new vessel, coppered, sails well, and, in my humble judgment, admirably calculated for His Majesty's service. It is with the most heartfelt satisfaction I have to announce, that this service was performed without the loss of a single man, and only seven slightly wounded. But I lament to say, that that pleasure is, in a great measure, damped by the great effusion of blood on the part of the enemy, they having had an officer and four men killed, many jumped overboard and were drowned, and the commanding officer and twenty-five wounded ; many of whom, I am sorry to add, are, in the surgeon's opinion, mortally. I have, therefore, from motives of humanity, sent the whole of them on shore with a flag of truce, where the brave, but unfortunate wounded, can be better taken care of,

which, I trust, you will approve. Lieutenant Fleming speaks in the highest terms of approbation of the prompt and gallant support he met with from Lieutenants Douglas and Mends, as well as the other officers and crew under his orders. Indeed there was not a man on board but was anxious to be of the party; and I am sorry I could not indulge Lieutenant Thomas John Peshall, the second; but his presence was absolutely necessary on board.

“To an officer of your discriminating judgment, I trust I shall stand excused if I take the liberty of recommending Lieutenant Fleming to your notice for his meritorious conduct on this occasion. He appears to me to be an officer of distinguished merit and bravery, and I understand he was highly respected by his late captain, the good, the amiable, and my gallant predecessor, the Honorable John Murray. I have the honor to be, &c.

(Signed) “C. DASHWOOD.”

Lieutenant Fleming subsequently commanded the *Bramble* schooner, and *Barbadoes* sloop of war, both stationed in the West Indies; where he was at length promoted to his present rank, by commission dated Nov. 2d, 1814. On the 11th April preceding, he had captured the American privateer *Polly*, mounting one long 18-pounder and four long sixes, with a complement of 57 men. He afterwards, in the same sloop, added the following armed vessels to his list of prizes:

Fox, privateer schooner, 7 guns and 72 men, taken Jan. 11th; *Vidette*, letter of marque brigantine, 3 guns and 30 men, Feb. 15th; and *Avon*, privateer brig, 14 guns and 129 men, March 8th, 1815.

The *Avon*, (pierced for 22 guns,) mounted three long 24-pounders and eleven long nines. She sustained a short action with the *Barbadoes*, and had ten of her crew killed and wounded; the British, one officer and three men wounded.

We lastly find Commander Fleming assisting at the reduction of Guadaloupe, in Aug. 1815; on which occasion his conduct was highly praised by Rear-Admiral Sir Philip Durham.

RICHARD JOHN LEWIN, Esq.

WAS made a lieutenant on the 27th Dec. 1808; appointed to the *Minerva* frigate, Captain Richard Hawkins, Oct. 30th,

1812; and promoted to the command of the Electra sloop, while serving as first of the North Star 20, Captain Thomas Coe, Nov. 4th, 1814.

He married, in Sept. 1825, Jane, relict of the late W. Plumer, Esq. M. P.; and died, at Plymouth, May 22d, 1827.

ROBERT BALLARD YATES, Esq.

SON of A. Nicholas Yates, Esq. formerly naval officer at Jamaica. He was made a lieutenant in Sept. 1800; and commander on the 15th Nov. 1814. He married, Oct. 16th, 1820, Mary Jane, youngest daughter of Major-General Charles N. Cookson.

CHARLES SEWARD, Esq.

WAS wounded while serving as midshipman of the Majestic 74, Captain George B. Westcott, at the memorable battle of the Nile. He obtained the rank of lieutenant on the 31st Aug. 1801; and, we believe, served during part of the late war, under the flags of Earl St. Vincent and Sir W. Sidney Smith, in the Hibernia 110, and Foudroyant 80.

THOMAS MORGAN, Esq.

WAS made a lieutenant in May, 1809; and commander on the 16th Dec. 1814.

RICHARD WEYMOUTH, Esq.

WAS made a lieutenant in Feb. 1801; appointed first of the *Thisbe* 28, armed *en flûte*, bearing the flag of Sir Charles Hamilton, in the river Thames, Oct. 13th, 1813; and promoted to the rank of commander, Dec. 13th, 1814.

This officer was an active and useful member of the Bethel Union; and compiler of the "Naval, Military, and Village

Hymn Book." He died at Devonport, after an illness of only twelve hours duration, in Aug. 1832, aged 51 years.

GEORGE GORDON, Esq.

SERVED as midshipman on board the *Blanche* frigate, Captain Sir Thomas Lavin, with whom he was wrecked and taken prisoner, near Ushant, in the night of March 4, 1807. On this disastrous occasion, about 45 seamen and marines perished; one-third of whom through drunkenness*. He was made a lieutenant on the 26th Nov. 1810; appointed to the flag-ship of the commander-in-chief at Plymouth, June 4th, 1811; and promoted from her to his present rank, Jan. 9th, 1815.

DAVID BOYD, Esq.

WAS made a lieutenant on the 30th May, 1800. We first find him commanding the *Gracieuse* schooner, a tender to the flag ship of Vice-Admiral J. R. Dacres, on the Jamaica station, where, in company with the *Gipsy* schooner, he captured, after a running fight, the Spanish privateer schooner *Juliana*, mounting one long brass 18-pounder amid-ships, and four 12-pounder carronades, with a complement of 83 men, Dec. 27th, 1807. The enemy's loss consisted of eight men killed and six wounded; the British had only one man wounded.

Lieutenant Boyd subsequently commanded the *Antelope* and *St. Lawrence* schooners; in the former of which he returned home from Jamaica, about the close of 1809; and from the latter he was promoted to the command of the *Alban* sloop of war, Jan. 17th, 1815.

* See Nav. Chron. Vol. 17. p. 319.

WILLIAM AUGUSTUS BAUMGARDT, Esq.

OBTAINED the rank of lieutenant in Nov. 1806; and commanded a division of boats belonging to the squadron under Captain (now Sir Jahleel) Brenton, at the capture of Pesaro, in the Gulf of Venice, April 23d, 1809. He subsequently assisted at the capture of Cesenatico; Lusin, an island on the coast of Croatia, on which occasion his gallant conduct was particularly spoken of; and the islands of Zante, Cephalonia, and Cerigo.* On the 25th April, 1810, he commanded the boats of the Spartan and her consorts, at the capture of an armed ship and three barks, under the castle of Terrecino†; and on the 3d May following, bore a distinguished part in Captain Brenton's action with the Neapolitan squadron and flotilla‡.

We next find this officer appointed to the Queen Charlotte, first rate, bearing the flag of Viscount Keith, on the Channel station. He obtained his present rank on the 28th Feb. 1815; afterwards acted, for about two months, as captain of the Madagascar frigate, at Sheerness; commissioned the Raleigh sloop, for the West India station, in Aug. 1818; invalided from her on the 10th Aug. 1820; and subsequently held the appointment of inspecting commander in the preventive service, at Exmouth, where he was superseded in 1825.

CHARLES CUNLIFFE OWEN, Esq.

Is the son of an attorney-at-law. He passed his examination in Nov. 1807; was made lieutenant into the Dreadnought 98, Captain William Lechmere, Feb. 13th, 1808; appointed to the Lake service in Canada, under Sir James Lucas Yeo, in 1813; and promoted to the rank of commander on the 28th Feb. 1815.

* See Suppl. Part III. p. 350, *et seq.* † See *Id.* p. 123.

‡ See Vol. II, Part I. p. 268, *et seq.*

This officer married, Jan. 9th, 1821, Mary Peckwell, daughter of Mr. Serjeant Blossett.

PHILIP GEORGE HAYMES, Esq.

WAS made a lieutenant on the 20th Nov. 1812; and appointed to the Royal Oak 74, bearing the flag of Lord Amelius Beauclerk, Dec. 30th following. After the abdication of Napoleon Buonaparte, he continued in the same ship, under the flag of Rear-Admiral (now Sir Pulteney) Malcolm; proceeded with that officer to Bermuda and the Chesapeake, acted as aide-de-camp to Major-General Ross during the operations against Washington and Baltimore, received the last words of that much lamented officer, and afterwards was attached to the late Major-General Gibbs, in the expedition against New Orleans*. He obtained his present rank on the 13th Mar. 1815.

JUSTINIAN BARRELL, Esq.

GREAT-GRANDSON of the late General William Barrell, fifteen years colonel of the 4th (King's Own) regiment, governor of Pendennis Castle, &c. who died in 1749; leaving an only son, Savage Barrell, Esq. of Ashford, near Staines, who by his wife, the sister of General Rainsford, left issue three sons.

Mr. JUSTINIAN BARRELL entered into the royal navy about the commencement of the French revolutionary war; and was a youngster on board the Brunswick 74, at the ever memorable battle of June 1st, 1794; on which occasion that ship was most dreadfully cut up, and sustained a far greater loss than any other of the British fleet; it amounted to no less than 44 officers and men slain, and 115 wounded: among the latter (and who soon afterwards died of his wounds), was her heroic captain, John Harvey, of whom we

See Vol. III. Part. I, p. 4.

have spoken at p. 613 of Vol. I. Part II. From this period, Mr. Barrell served, without intermission, as midshipman and master's mate, of the *Russell* 74; *Kingfisher* sloop, in which vessel he witnessed the capture of the French brig *Egalité*, of 20 guns and 200 men, and *le Général* privateer, of 14 guns and 104 men, on the Lisbon station*; *Kent* 74, bearing the flag of Lord Duncan, in the expedition against the Helder (1799); *Zebra* bomb, Captain Edward Sneyd Clay attached to the *Elsineur* expedition, under Vice-Admiral Dickson, in 1800; *Plover* sloop, Captain Edward Galwey; and *Santa Margaritta* frigate, successively commanded by Captains Augustus Leveson Gower, Henry Whiteby, and Wilson Rachborne; until appointed by Admiral (afterwards Sir William) Young, acting lieutenant of the *Dispatch*, a fine new 18 gun-brig, in Aug. 1805.

Previous to the peace of Amiens, Mr. Barrell, while in charge of a prize, taken by the *Plover*, had a severe attack of yellow fever; and, after quitting the naval hospital at Barbadoes, was for some time a supernumerary on board the *Melpomene* frigate, Captain (now Admiral) Sir Charles Hamilton. In 1802, the *Plover*, owing to a strong lee current, which took the ship near six points out of her course, struck on Anegada reef, where she lay about thirty hours, during which her masts were cut away, her guns, carriages, and all heavy stores thrown overboard: she then floated, and by setting two small square sails, and steering with a raft which had been formed to save the crew in case of need, was got into Spanish Town Sound (island of Virgin Gorda), about nine leagues to leeward. From thence she proceeded to Jamaica, where Mr. Barrell, having passed his examination, and been recommended to Captain Gower, joined the *Santa Margaritta*, which ship returned home in Aug. 1803, and was subsequently employed on Channel service †.

* See Vol. I. Part II. pp. 762 and 814.

† Captain Gower died at Port Royal, Jamaica, Aug. 22d, 1802, aged only 22 years: he was the fourth son of the late Rear-Admiral the Hon. John Leveson Gower.

In the winter of 1805-6, the *Dispatch* encountered a long and heavy gale in the Bay of Biscay, and Mr. Barrell was the only officer who would undertake to represent to her commander, now Captain Edward Hawkins, the necessity of throwing some of her guns overboard. On his taking charge of the deck at four P.M., he accordingly went down to the cabin, and suggested the propriety of so lightening the vessel in that manner, as the only means of securing her safety for the night: the reply was, "I will be up directly;" and in a short time, ten guns were engulfed: the brig then became like a perfect life-boat, and continued so during the remainder of the gale. We should observe that, previous to this, every thing had been done to lighten her aloft, even to the lowering of the main-yard to within a few feet of the booms.

The *Dispatch* formed part of the squadron under Rear-Admiral Sir Thomas Louis, at the capture of the French frigate *le Presidente*, Sept. 27th, 1806*, the only shot which hulled the enemy, during a cannonade of exactly an hour's duration, was the first fired, and that by Mr. Barrell.

After this cruise the *Dispatch* was commanded by Captain James Lillicrap, under whom Mr. Barrell continued to serve as acting lieutenant until the termination of the operations against Copenhagen, in 1807†; when we find him placed on Lord Gambier's list for promotion. On his return home, he was placed in charge of the *Princess Caroline*, a Danish 74, full of stores, at Spithead, where he remained some weeks, with never more than 200 men, including troops, on board; and at times with only half that number. During this period, the weather being very tempestuous, the ship frequently drove, brought both bowers a-head, and compelled him to let go the sheet anchor. He at length conducted her into Portsmouth harbour; and, a few days after she was dismantled, received

* See Suppl. Part I. p. 176.

† See Suppl. Part. II. p. 227, *et. seq.*

a commission, dated Dec. 19th, 1807, appointing him lieutenant of the Dispatch. Between the date of his acting order and this, no less than 800 midshipmen had passed over his head, by being placed on the list of lieutenants. We know of no other instance in which an officer ever held an acting order for nearly two years and a half, the greater part of the time on the home station. During this period Mr. Barrell had been occasionally employed on boat service; and on one occasion was nearly taken prisoner by a body of French troops, who came down to the beach unperceived, while he was endeavouring to bring off a grounded *chasse-marée*. In this instance, he appears to have behaved with great coolness, steering the boat, under sail, himself, and causing the whole of his crew to lie under the thwarts until out of danger.

In 1808, the Dispatch proceeded to the Jamaica station, where she continued under the command of Captain Lillcrap and his successor, Captain James Aberdour, for a period of three years. While there, Mr. Barrell, then first lieutenant, constructed a Pakenham rudder, with which the Brazen sloop of war was steered from Cape François, St. Domingo, to Port Royal, where it was ordered to be kept in the dock-yard for inspection. Previous to his return home, he had the temporary command of the Dispatch for three weeks in the Gulf of Maracaybo.

In Nov. 1811, the Dispatch having been paid off, Lieutenant Barrell joined the Loire frigate, then commanded by Captain Alexander W. Schomberg, but subsequently by Captains George W. Blaney and Thomas Brown, under which latter officer he served until appointed flag-lieutenant to Rear-Admiral Foote, at Portsmouth, in 1813. Up to this period he had been present at the capture and destruction of no less than thirty-nine French, Dutch, and Danish ships of the line, twenty-six frigates, eight corvettes, thirteen large brigs, one cutter, twenty-five gun-vessels, and several small privateers and row-boats.

On the 18th Feb. 1815, Rear-Admiral Foote struck his

flag; and on the 8th of the following month, addressed the secretary of the Admiralty as follows :

“ Sir,—I request you will be pleased to lay before the Lords Commissioners of the Admiralty, the enclosed suggestions of my late flag-lieutenant, Justinian Barrell, on an improved mode of supplying and receiving stores.

“ After much reflection, and some experience, I beg to assure their lordships that I most entirely coincide in opinion with Lieutenant Barrell, whose assiduity and uniform good conduct entitle him to my warmest commendation. I have the honor to be, &c.

(Signed)

“ E. J. FOOTE.”

ENCLOSURE.

“ *Rear-Admiral's Office, Portsmouth Dock-Yard,
Jan. 31st, 1815.*

“ Sir,—Having, under your direction, many occasions of observing the losses and delays in conveying stores of all kinds from the dock-yard to H. M. ships, and the desertion, drunkenness, and irregularities among the seamen sent for this purpose, I beg to lay before you what has naturally occurred to me, from the mode of conveying stores from the ordnance and victualling departments, although the advantage to the King's service is much more evident in the dock-yard stores, as will appear from the annexed Reference No. I.

“ When stores are to be conveyed to foreign stations in ships of war, they are shipped in sailing lighters in a few hours by the dock-yard people, who are accustomed to the business; but the delay, confusion, and inconvenience incident to the warrant-officers drawing stores are so various, that they will most properly appear in Reference No. II.

“ In my situation, it may appear presumptuous to pretend to calculate the additional number of lighters, or of labourers, to render ships' boats and seamen unnecessary; but from the rough sketch which is made in Reference No. III., some idea may be formed of the expence: still less is it in my power to estimate the loss of stores and boats, with their gear; or of men, by desertion, sickness, and the upsetting or swamping of ships' boats; but I am very much mistaken if those losses do not far exceed the expence proposed as a remedy.

“ If the sending officers and men from Spithead to Portsmouth dock-yard, and the shipping of stores from thence in open boats, are attended with losses and delay, the performance of the same service at the Nore, in the Downs, and Cawsand bay, is still more objectionable. I have the honor to be, &c.

(Signed)

“ JUSTINIAN BARRELL, Flag-Lieutenant.”

“ *To Rear-Admiral Foote.*”

REFERENCE NO. I.

“From the naval officers being unacquainted with the numerous and tedious forms required in the drawing and returning of stores (which are not even the same in all the dock-yards), much delay is caused to the party sent from the ship, and to those who issue the stores.

“Seamen sent to the dock-yard are deprived of their best meals; as it is impossible for men of different messes to take beef with them; or could it be cooked at the yard, if they did; on banyan days, pease only are boiled; and the privation of substantial food is often the cause of unintentional drunkenness; as a small quantity of strong beer will intoxicate a man whose stomach is empty.

“The men, in the winter months, frequently get wet early in the day; and not only remain so, but are obliged to sleep in wet cloaths, when prevented by bad weather from returning to their own ships, which causes desertion, drunkenness, and discontent.

“To prevent these and many other irregularities, all demands, after being ‘approved,’ and warrant officers’ remains, should be lodged at the dock-yard, and the stores shipped by the dock-yard people, as in the ordnance and victualling departments; by which a ship would be completed in one-third of the time now taken by her own boats and their crews, whose daily labour frequently amounts to the loading one boat, which, after attempting to get off to the ship, is obliged to return with the stores damaged, and sometimes destroyed. I have seen eighty guineas’ worth of oil and paint completely destroyed in one boat; but the loss of valuable lives is a much more serious consideration.

“Bills of lading and a counterpart should be sent off with the stores, to be signed by the commanding and warrant officers; those papers are printed, and now in use as warrants, and might in a very short time be filled up as bills of lading.

“The dock-yard stores are the most valuable part of a ship’s equipment; and as sails, cordage, twine, &c. are materially injured by wet, or even by being put away in a damp state, their being taken on board the ship dry, without damage, and at a suitable time, is of great consequence, both in the preservation of the sea-store, and the expediting of the ship’s equipment.

“The yard-vessels, to prevent embezzlement, may be each under the command of warrant-officers of good character, being in ordinary or borne on the check, the boatswain and carpenter of the ship fitting attending as the gunners are directed to do at the gun-wharf, by the 39th and 47th articles of the Port Orders; viz. ‘Gunners only to attend at the shipping their stores at the gun-wharf, and sign indents, before the ships to which they belong proceed to sea. When gunners’ stores are returned, the captain or commanding officer is to cause the hatches of the hoy to be safely locked, the key sealed up, and given to the master for delivery to the officer of the department on shore.’

"A boat may be sent to the yard for present-use stores *only*, to prevent delay, in the same manner as is in practice for obtaining a *small* quantity of provisions, when so large a vessel as a lighter is unnecessary; and great attention should be paid not to detain this boat, by giving her the preference, which would prevent the detention exceeding *one hour*.

"All condemned and unserviceable stores should be returned before ships begin to refit; the clerk of the survey frequently complains of stores being returned by ships' boats, at different periods, as opportunities offer; which makes the attendance of clerks necessary, when they should be on other duties, and occasions complex and irregular accounts."

REFERENCE NO. II.

"When many ships and vessels are receiving and returning stores (and I have known from thirty to forty ships' boats on this duty on the same day), it will occur without any neglect on the part of the dock-yard officers, or their clerks, that many warrant officers must be unattended to, as the store-keepers' clerks attend both the issuing and receiving of stores, and cannot serve more than *five* ships at one time.

"The duty to be performed at the dock-yard causes the boatswain and carpenter to be absent from their ship when fitting or refitting, though the service would be much expedited by the personal attention of the former to his duty *on board*; more particularly as the rigging in his absence, is often undesignedly cut out *to waste*; and the shipwrights and caulkers frequently require the carpenter to point out defects; and his presence is indispensable to their executing their duty properly.

"The men sent with these warrant-officers to the yard (more particularly from small ships and vessels) reduce the working strength *afloat* so much as very materially to retard the equipment of the ship.

"The warrant officers must get the demands signed by the master attendant, or builder, and clerk of the survey, at whose office, notes or warrants to the store-keeper and timber-master, for the delivery of the stores are given; and these warrants to be signed the same as the demands, and numbered at the present-use store.

"The warrant thus far completed, the warrant officers proceed to drawing their stores, considering they have no farther difficulty to experience; but they have still to learn where every article is issued: At the paint shop a document, unknown to them, is required, namely, "a note for the paint and oil from a clerk at the store-keeper's office," taken from the warrant.

"The warrant-officers, thus disappointed, go to the office for the clerk, whose duty, probably, has, at the same time, obliged him to be at the sail-loft, or at some of the store-houses, and are told that no other clerk can assist them without the direction of the store-keeper, who may be at the weigh-bridge, present-use store, or lot-yard; much time is lost by the warrant officers and their parties thus going over half the yard in quest of dock-yard officers, with whose persons they are unacquainted, and

finding that they are losing time, they determine to try to get some other article, very likely a boat; away they go with their parties to the boat-house (which is at a considerable distance from the store-keeper's office, and from many of the store-houses) where they are told they must go *back* to the lot-yard for a note, without which a boat cannot be delivered.

"Many stores, such as boats, boat-sails, plank, spars, treenails, wedges, tables, paint, oil, &c. are issued by persons at the store-houses, at a considerable distance from each other, "by notes" taken from the warrant, by clerks at different offices. It frequently happens that days, indeed weeks elapse, before the whole of the above-named stores are drawn; and, if the notes are lost (as is sometimes the case) a duplicate must be obtained; or if the articles are considered of little moment, and can be got off charge by expenditure, they shift without them, although they are solved on the warrant as delivered.

"The forms in returning stores are still more difficult. The foreman afloat, who is often examining some ship in the harbour, must be brought to attend with a survey clerk, a block-maker to examine the blocks, a blacksmith to overhaul pins, hooks, thimbles, &c. labourers from the store-keeper's department to measure all cables, cordage, &c.; which is first to be inspected by a master-attendant; thus are the warrant officers pacing from place to place in search of people; frequently to no purpose. After the stores are thus examined and surveyed, a return note is made by the survey-clerk; this note the warrant officers have to get signed, and an issue-note or warrant, but numbered at the store-keeper's office, by an issuing clerk, whose duty has probably taken him from the office; when the note is completed, storekeeper's clerks receive the stores by it; many articles mentioned therein, the warrant-officers are told to take to distant parts of the yard, where they receive small notes for them, by which (being taken to the clerks) the stores are solved as returned. Many officers are not aware of such notes being required, and when they think they have done with the yard duty, they are often a day or two collecting them. The warrant officers being also ignorant of the particular places where stores are lodged, causes much delay; labourers employed in this duty would readily bring the proper persons to act together, and would know the store or place into which every serviceable or decayed article should be returned; the warrant-officers *only* attending to see the account taken of the stores.

"Only a few of the forms are here mentioned; there are many others too intricate to be described.

"Sea and Foreign stores can be shipped in one summer's day (and from three to five ships attended to at the same time) by persons acquainted with the routine; due attention being paid by the issuing departments; whereas this duty is seldom accomplished by the officers and men sent from the ships, in less than four days.

"Of the warrant officers tried by courts-martial, I believe two-thirds are for neglect or irregularity when on dock-yard duty."

REFERENCE NO. III.

"Seven lighters, of about sixty tons each, and one decked-boat belonging to the yard, were employed at Portsmouth dock-yard during the French war; instances frequently occurred in the winter time of one of these vessels being employed *three weeks* on a service, which might have been performed in less than one, if done under the direction of the dock-yard people. During this delay, other ships were using *newly drawn boats* in endeavouring to get their stores off.

"As so much more expedition would be used by the stores being entirely shipped by dock-yard people, there is reason to believe that no more lighters, or decked boats, would be required; at all events *four*, of about twenty tons each, to convey present-use stores to the large ships, and sea and foreign stores to the smaller vessels, would be sufficient.

"It is presumed that no more than sixty additional labourers would be required; all heavy work being now performed by convicts.

"Lighters of sixty tons burthen were, I believe, hired during the French war, at 28*l.* each, per month, and vessels from fifteen to twenty tons would probably cost from 12*l.* to 15*l.* each. These vessels might be built in the dock-yard, and two men borne on the yard books as riggers, attached to each, allowing the whole to be hired—

"Sixty labourers, at 17 <i>s.</i> 6 <i>d.</i> per week . . .	£2730
Four vessels, 15 <i>l.</i> each, per month . . .	720

Per annum £3450

"Of the many serious accidents which have befallen the crews of boats employed on dock-yard duty, the following came within the notice of officers now on the spot.

"Thirty-five men were lost in the *Hibernia's* launch, and fourteen in the *Dreadnought's*, at Plymouth, in 1808 and 1809. Fifteen were lost in the *Bombay's* cutter, in the Downs, in 1809. About fifteen in one of the *Cæsar's* boats, at Plymouth, in 1798. The *Impetueux's* cutter, full of stores, sunk alongside the *Santa Margaritha*, in Hamoaze, (on her way to Cawsand Bay); the boat, stores, and coxswain were lost. The *Princess of Orange's* launch, loaded with cordage, sunk in the Downs, in 1810; two men were drowned, and the boat, and stores were lost."

Extract of a letter from the carpenter of the Valiant 74, to her captain, dated March 8th, 1814.

"From Cawsand Bay, with the wind northerly, and tide of ebb, a launch is often two or three hours getting to the dock-yard, the boat's-crew wet and fatigued; by the time the old stores are landed, and laid

out for survey, it is eleven o'clock, the carpenter informs the clerk of the survey, his stores are ready for examination; he tells the carpenter to get the foreman afloat to attend, and by the time he is, one of his clerks shall be there. The carpenter then makes the best of his way to the foreman afloat's office, and finds no person there; he then is at a loss, and asks the first person he meets, who readily tells him he is gone afloat; perhaps he is on board the ship the stores belong to, to consult the carpenter about the defects. In the afternoon they all go on board, winter time, dark, wet, cold, and hungry, and often times obliged to bear up for the guard-ship, and lie in their wet cloathes all night, the ship's duty standing fast for want of men and boats; the rigging wants overhauling, provisions, water, beer, coals, &c. alongside the same day, and the commanding officer is under the necessity of sending some of the lighters away loaded, for want of hands to discharge them; the next day, if the weather permits, they are at the dock-yard again; perhaps the carpenter's stores are surveyed, and by the time the old stores are taken to their respective places, and warrant out from demand, and properly signed by the master shipwright, and clerk of the survey, it is time to go on board.

"The third day they are at the dock yard, and the warrant signed, the carpenter (a stranger) takes it to the store-houses; perhaps they tell him they are busy, and by the time he gets his plank, &c. they will serve him; that Mr. Richards will deliver the plank, Mr. Thomas the deals, and Mr. Randle the wedges and treenails: he is now at a loss to find either of those persons, as their duty calls them to many parts of the yard, neither he, nor any of his party know them if they meet them; and by this method it takes all the time the ship is refitting for the carpenter to draw his stores, and it is a mere impossibility that he can see the ship's defects made good; and it may be said, as to the defects, that the ship is refitting without a carpenter, as he scarcely sees her by day-light. Although there are many inconveniencies to the service by the above method of drawing stores, yet there is no blame to be attached to any individual; for the foreman afloat must go to his respective ships, &c.

"I beg leave to propose a plan, that if a carpenter of the navy was appointed to survey the old stores, with the survey clerk, the carpenter to whom the stores belong, would have no more to do than to leave the demand, &c. properly signed, and the captain of the ship to nominate the day, the stores to be ready. There is the former and latter parts of the day lost, and so is every blowing day: I can venture to undertake, with six yard labourers, to complete a 74-gun ship's stores in a day and a half, and so in proportion for other ships. If this should meet with approbation, the trial will be no expence, and in my humble opinion, the wear and tear of the boats, and their furniture, is more than double what will compensate for the labourers' wages, and every man will have his dinner warm and comfortable, which was not the case before

"The mode of drawing stores at Plymouth is so very different from

that at Portsmouth, that a person coming once in eight or fourteen months cannot know how to proceed.

"The following occurrence was related to me by the boatswain of the Scipion 74 :—

"The Scipion, being complete for Channel service, sailed from Portsmouth to Plymouth in the early part of July, 1812, where she was ordered to fit foreign; the seamen having been paid, the commander-in-chief requested the commissioner would send the stores off without any other men than the warrant officers attending from the Scipion; the warrants being ready, the warrant officers landed at the dock-yard at half-past one o'clock, and by six their stores were all shipped (filling three lighters) by yard labourers, and sent off to the ship; the next day several lighters and launches full of stores for foreign yards were sent off in the same manner; the warrant officers attending and indenting for the whole."

The manner in which this plan was received at headquarters will be seen by the following letter :

Admiralty Office, 10th Mar. 1815.

"Sir,—Having laid before my Lords Commissioners of the Admiralty your letter of the 8th instant, enclosing one from Lieutenant J. Barrell, containing suggestions on an improved mode of supplying and receiving stores, I have their Lordships' commands to signify their direction to you to express to Lieutenant Barrell their Lordships' thanks for his communication. I am, &c. (Signed) "JNO. BARROW."

"To Rear-Admiral Foote."

In a private letter to the same officer from Sir George Hope, then a Lord of the Admiralty, there is the following passage :

"Although there can be no occasion to adopt, during peace, the plan suggested by your flag-lieutenant, it is certainly a subject well worthy consideration for a future war."

Lieutenant Barrell was promoted to the rank of commander on the eleventh day after the date of Mr. Barrow's letter. We should here observe, that he became flag-lieutenant to Rear-Admiral Foote with the clear understanding that he was not to expect promotion would be the result of his holding that appointment; the rear-admiral having then a nephew and other young friends depending upon the exertion of his influence in their behalf.

This officer married, in 1811, Miss Townley.

BARTHOLOMEW KENT, Esq.

ELDEST son of the late John Kent, Esq., many years a purser in the royal navy, who, in consideration of his long services, was, in 1803, appointed by Earl St. Vincent to the civil situation of steward of the royal naval hospital at Plymouth, where he died in 1827.

This officer's paternal grandfather married the eldest sister of the late Vice-Admiral John Hunter, many years governor of New South Wales; and grand-niece of the Lord Provost Drummond, of Edinburgh. His father's brothers were, William, captain of the *Union 98*, who died on board that ship, off the mouth of the Rhone, in Aug. 1812; and Henry, commander of the *Dover 44*, armed *en flûte*, who died on the coast of Egypt, in 1801. His maternal uncles were all brought up in the military service, viz. *Robert Wright*, a colonel of the royal regiment of artillery, who commanded that corps in Scotland, and served as aid-de-camp to the late Duke of Kent, in Nova Scotia and at Gibraltar, died in 1823 or 1824; *Peter*, a captain in the Hon. E. I. C. infantry, died of wounds received in battle at Ceylon; and *George*, now a colonel of the royal engineers. His surviving brothers, William George Carlile and Henry, are commanders in the royal navy*; another, John, late first lieutenant of the *Thais* frigate, died at Stonehouse, after a lingering illness of fourteen months, occasioned by over-exertion in his professional duties, Jan. 27th, 1816 †. One of his cousins, Bartholomew Kent, first lieutenant of the *Goliath 74*, Captain (afterwards Sir Charles) Brisbane, was killed in a boat affair, under the batteries of *Sable d'Ollone*, in 1803; and another, Lieutenant Mark Kent, R. N., died at sea in 1828.

Mr. BARTHOLOMEW KENT, the subject of this memoir, commenced his naval career, at the age of thirteen years, under the auspices of the late Vice-Admiral Sir William Mitchell, and served with that officer and Captains the Hon.

* See p. 161.

† See *Nav. Chron.* v. 35, p. 176.

Alan Hyde (afterwards Viscount) Gardner, the Hon. John Murray, and Theophilus Jones, in the *Resolution* 74, and *Atlas* 98, attached to the Channel fleet, until the termination of hostilities in 1801. He then joined the *Buffalo* store-ship, commanded by his uncle, Captain William Kent, and destined to New South Wales; where, in April 1803, he received an appointment to act as lieutenant, which was confirmed by the Admiralty on the 2d May, 1804.

The *Buffalo* was principally employed in conveying supplies to our settlements in that distant quarter, and surveying some of the South Sea islands. In June 1805, Mr. B. Kent was appointed first lieutenant of the *Investigator* sloop, then about to sail for England; and on that ship being paid off, in Jan. 1806, he immediately joined the *Thames* frigate, Captain Brydges W. Taylor, employed in the blockade of Boulogne.

After an ineffectual attempt to destroy the enemy's invasion flotilla, by means of rockets, on which occasion Lieutenant Kent commanded a boat, the *Thames* was sent, with the *Phœbe* frigate in company, to Iceland, for the protection of the Greenland fishery; but she had not the good fortune to fall in with any of the enemy's cruisers. On her return home, about Mar. 1807, Lieutenant Kent was appointed first of the *Hussar* 38, Captain Robert Lloyd, in which ship he was present at the bombardment of Copenhagen, and the consequent surrender of the Danish navy, Aug. and Sept. 1807.

The *Hussar* was subsequently employed, for eighteen months, in the West Indies and on the Halifax station, where she appears to have captured four letters of marque. On her being ordered home, Lieutenant Kent followed Captain Lloyd into the *Guerriere* 38, in which frigate he continued, under Captains Samuel John Pechell and James Richard Dacres, until she was captured by the United States' ship *Constitution*, after a severe action, Aug. 19th, 1812. On this unfortunate occasion he was wounded by a splinter, but continued to assist his captain until the end of the conflict: his readiness to lead on the boarders, and his gallant

exertions throughout the whole affair, were duly acknowledged, as will be seen by reference to Vol. II. Part II. p. 974 *et seq.*

Previous to this unlucky rencontre, the *Guerriere* had been one of the most successful cruisers on the North American station, having, amongst other prizes, taken three vessels with very valuable cargoes, from Bourdeaux, for a breach of the Orders in Council.

About a fortnight after their arrival at Boston, the captain, surviving officers, and ship's company of the late *Guerriere*, were exchanged and sent to Halifax, where they underwent the usual trial by court-martial, and obtained an honorable acquittal. This ordeal over, Lieutenant Kent was preparing to return home, but had not completed his arrangements when he was sent for by Admiral Sir John B. Warren, and informed that it was his intention to retain him on the station, and that he had accordingly appointed him to the command of the *Nova Scotia* brig, formerly an American privateer; in which vessel, during the winter of 1812, we find him employed in convoying the trade between Halifax and New Brunswick, and cruising in the Bay of Fundy.

In June 1813, Lieutenant Kent was sent home, with the despatches announcing the capture of the American frigate *Chesapeake*; and on his arrival in England, the *Nova Scotia* having been rated a sloop of war, he appears to have been superseded in the command of that vessel by the present Captain William Ramsden. Being then placed on the Admiralty list for promotion, in North America, he immediately returned thither, and had the gratification to find that his friend Captain Robert Lloyd, having joined the fleet on that station, in the *Plantagenet* 74, had applied for him to be appointed his first lieutenant; a request most readily granted.

After cruising for some time amongst the West India islands, in quest of the large American frigates, the *Plantagenet* was attached to the Jamaica station, then again recently become a separate command. In consequence of this arrangement, Lieutenant Kent reluctantly left that ship, in order not to lose his chance of an Admiralty vacancy, and

was appointed first of the *Asia* 74, Captain Alexander Skene. He subsequently joined the *Tonnant* 80, bearing the flag of the Hon. Sir Alexander I. Cochrane, from whom he received an appointment to command the *Weser* troop-ship, dated Dec. 24th, 1814*.

At this period, Lieutenant Kent was actively employed in the arduous service of disembarking the army destined against New Orleans; and during the disastrous military operations in that quarter, we find him on shore, at the "Fishermen's Huts," assisting Captain Thomas Ball Sullivan in the superintendence of the naval department. On the 22d Jan. 1815, he assumed the command of the *Weser*, in which ship he was present at the capture of Mobile, and afterwards employed in bringing home from Quebec the seamen who had been serving on the Canadian Lakes. The *Weser* was paid off at Portsmouth, Oct. 27th, 1815.

Commander B. Kent married, Aug. 23d, 1823, Penelope Percival, only surviving child of his uncle Commander Henry Kent. In 1831, he had a severe attack of erysipelas, and his life, for some time, hung on a thread. This disease first attacked his young cousin and guest, Mr. George Collier Kerr, who ultimately recovered; but Mrs. Kent and the father of the youth, Captain Alexander R. Kerr, C. B., in the course of one short week, unfortunately fell victims to it.

SILAS THOMSON HOOD, Esq.

PASSED his examination in Mar. 1808, and was made a lieutenant on the 19th Dec. 1809. We first find him serving in the *Bacchante* frigate, Captain (afterwards Sir William) Hoste, by whom he was often highly eulogised for his gallant conduct, on the Mediterranean station. In Sept. 1812, he "most ably seconded" Lieutenant (now Captain) Donat H. O'Brien, in a successful attack upon an enemy's convoy, from Barri bound to Venice; and in Jan. 1813, at the capture of five gun-vessels, near Otranto †. On the 14th of the follow-

* Confirmed by the Admiralty Mar. 29th, 1815

† See Suppl. Part IV. pp. 278 and 280.

ing month, he received a severe contusion, by a fall, while commanding the barge of the same ship at the capture of l'Alcinous, mounting two long 24-pounders, with a complement of 45 men—his own party only 23 in number. On the 21st April in the same year, he assumed the duty of senior lieutenant; and on the 15th May, commanded a detachment of seamen and marines at the destruction of the castle of Karlebago*. On the 12th June, 1813, Captain Hoste addressed an official letter to Rear-Admiral Fremantle, of which the following is a copy:

“ Sir,—At day-light this morning, an enemy's convoy were discovered under the town of Gala Nova, on the coast of Abruzza; as I was six or seven miles to leeward of them, with a light breeze and a current against me, I thought it best to detach the boats, with discretionary orders, to the first lieutenant, Hood, either to attack them, or wait till I arrived. He found the enemy much stronger than was expected, consisting of seven large gun-boats, each mounting one eighteen-pounder in the bow, three smaller gun-vessels, with a four-pounder in the bow, and fourteen sail of merchant-vessels under their convoy, four of which had guns in the bow also. The shore astern of the vessels was lined with troops, entrenched on the beach, with two field-pieces. This was the force opposed to a frigate's boats; but no disparity of numbers could check the spirit of the brave officers and men employed on this service. The attack was determined on instantly, and executed with all the gallantry and spirit which men accustomed to danger and to despise it have so frequently shewn; and never was there a finer display of it than on this occasion. The boats as they advanced were exposed to a heavy fire of grape and musketry; and it was not till they were fairly alongside that the enemy slackened their fire, and were driven from their vessels with great loss.

“ The troops on the beach, which the French officers mention as amounting to upwards of one hundred men, fled on the first fire; and the field-pieces were destroyed by our marines. Our boats were now in possession of the convoy, laden with oil, many of which were aground, and our men were exposed to a scattered fire of musketry, whilst employed in getting them afloat.

“ I beg leave to recommend Lieutenant Hood to the notice of the commander-in-chief in the strongest manner. I am unable to do justice to his merit: he speaks in the highest possible terms of Lieutenant F. Gostling; Lieutenant Webb (acting), who distinguished himself so much in the Bacchante's boats in January last, with the Corfu flotilla; Lieutenants Holmes and Haig, royal marines; Messrs. Rees, Rous, Hoste,

* See Vol. II. Part I. p. 477.

Farewell, Waldegrave, Langton, M'Kean, and Richardson; and every seaman and marine employed.

"I regret to say we have suffered severely, though not so much as might have been expected from the superiority of force, and the obstinacy of the contest. Two seamen and one marine killed, five seamen and one marine wounded.

"This was a Neapolitan flotilla from Ancona bound to Barletta, under the direction of French officers, and commanded by a lieutenant de vaisseau, Knight of the Order of the Two Sicilies, who is a prisoner on board, with several other officers and men. I have the honor to be, &c.

(Signed) "W. Hoste, Captain."

The services subsequently performed by the *Bacchante* are stated in our memoirs of Sir William Hoste and Captain Francis Stanfell. Her gallant first lieutenant was promoted to the rank of commander on the 27th April, 1815; and some time afterwards granted a pension for the injury he received in Feb. 1813, by which he became eventually deprived of the use of both his legs. He married, in Feb. 1822, Catharine, eldest daughter of the late Rev. W. Hamilton, D. D.

HENRY BOYES, Esq.

WAS made a lieutenant in Jan. 1803; and commander on the 11th May, 1815.

JAMES BAYNTON GARDNER, Esq.

WAS made a lieutenant in Aug. 1803; and commander on the 13th June, 1815. He died at Paddington, Jan. 18th, 1823, aged 39 years.

JOHN SCOTT, Esq.

OBTAINED the rank of lieutenant in May, 1805; that of commander on the 13th June, 1815; and married, in the latter year, Miss Cole, of Waltham, co. Essex.

EDWARD STONE COTGRAVE, Esq.

SON of the late Captain Isaac Cotgrave, R. N. This officer served as midshipman under his father, in the *Gannet*

sloop, on the Downs station. He obtained the rank of lieutenant in Jan. 1806; a pension for the loss of an eye, Oct. 8th, 1808; and a commission, appointing him to the command of the Pylades sloop, June 13th, 1815. Previous to this he had served under Captains the Hon. Anthony Maitland and Nagle Lock, in the Pique frigate and Jaseur sloop. He married, in Feb. 1824, Alicia Mary, eldest daughter of the late William Scott, of Camden Place, Bath, Esq.

NICHOLAS ALEXANDER, Esq.

BROTHER to the late Captain Thomas Alexander, C. B., who died at Rangoon, during the operations against Ava, in Nov. 1825.

This officer was a midshipman on board the *Desirée* frigate, Captain Henry Inman, at the battle of Copenhagen, April 2d, 1801; and obtained the rank of lieutenant May 18th, 1806. His subsequent services are thus briefly stated in a memorial addressed to the Admiralty, Feb. 3d, 1815:

“He has been twice badly wounded on boat service. He was at the capture of Flushing, attached to the flag-ship of Sir Richard J. Strachan, and served under him as a lieutenant for three years. He suffered severely from the Walcheren fever, and is still labouring under its effects. He was employed in the different attacks made on the American flotilla, towns, store-houses, &c. &c. in the months of April and May, 1813, in the Chesapeake, on which service he was the senior lieutenant. For his conduct on these occasions he received the public thanks of Rear-Admiral Cockburn. He was the senior lieutenant commanding a division of boats in the different attacks made on the Baltimore flotilla in the Patuxent, under the orders of Captain Robert Barrie. He was employed on shore at Parker’s Point, in the Chesapeake, in command of the advance, consisting of only 38 marines and a few seamen, when charged by 120 of the United States’ regular cavalry, supported by 500 infantry with field-pieces: he succeeded in dismounting twenty, killing two, wounding several, and taking two prisoners, without any loss to the party he had the honor of commanding. He was personally engaged with one of the cavalry, whom he wounded and disarmed; for which service he received the approbation of the rear-admiral. He commanded a division of boats at the attacks of forts Peter and St. Mary’s, as senior lieutenant. He is at present em-

ployed at Cumberland Island. He has lost two brothers in the military service of his country. &c. &c.

(Signed) "NICHOLAS ALEXANDER, first lieutenant
H. M. S. Dragon."

Lieutenant Alexander's memorial was backed by a letter to the following effect :

"*Dragon, Chesapeake, Feb. 4th, 1815.*

"Sir,—I have received your letter of yesterday's date, and will have much pleasure in forwarding your memorial through the commander-in-chief; at the same time testifying my full approbation of your general and private conduct while serving under my command; also of your having been always a cheerful volunteer whenever service of danger has presented itself.

(Signed) "ROBERT BARRIE, Captain of H.M.S. Dragon,
and senior officer."

Lieutenant Alexander obtained the rank of commander on the 13th June, 1815; and married, in the same year, Susannah, daughter of Mr. William Legraud, of Cork.

JOHN UNDRELL, Esq.

WAS wounded, while serving as midshipman on board the *Prince of Wales* 98, bearing the flag of Sir Robert Calder, in action with the combined fleets of France and Spain, July 22d, 1805. He obtained a lieutenant's commission in Sept. 1806; served as such under Captains George Pigot, and (now Sir) Edward Codrington, in the *Blossom* sloop, and *Blake* 74, on the Lisbon and Mediterranean stations; and subsequently acted as commander of the *Jalouse*, *Rinaldo*, and *Shark*, sloops. He was advanced to the rank of commander on the 13th June, 1815.

JAMES MANGLES, Esq.

Fellow of the Royal Society, and a Member of the London Geographical Society.

THIS officer served the whole of his time as midshipman, under Captain (now Vice-Admiral) Donnelly, in the *Maid-*

stone and Narcissus frigates, of which latter ship he was appointed an acting lieutenant, at the Cape of Good Hope, in 1806. He had previously distinguished himself at the attack of some French vessels lying in Hieres Bay* ; and he also participated in the subsequent operations in the Rio de la Plata. On his return home, he was confirmed by commission, appointing him to the Penelope frigate, Captain W. R. Broughton, dated Sept. 24th, 1806. In this ship, latterly commanded by Captain John Dick, he served on the Halifax station ; and at the reduction of Martinique, by the forces under Sir Alexander Cochrane and Lieutenant General Beekwith, Feb. 1809 †.

Lieutenant Mangles' next appointment was to the Boyne 98, fitting out for the flag of Sir Harry Neale, whom he followed from that ship into the Ville de Paris 110, and served under as flag-lieutenant until after the grand naval review, by the allied sovereigns, at Portsmouth, in 1814. He then joined the Duncan 74, bearing the flag of Sir John P. Beresford, and served as first lieutenant of that ship until appointed by Sir Manley Dixon, acting commander of the Racoon sloop, at Rio Janeiro, in the beginning of 1815. On his return to Plymouth, after escorting part of the Brazilian trade to Bristol, he was superseded ; but soon afterwards promoted to the rank he now holds, by commission dated June 13th, 1815. He subsequently travelled upwards of four years, in company with Commander (now Captain) the Hon. Charles Leonard Irby ; and, in Aug. 1823, jointly with that officer, produced a most interesting work, entitled " Travels in Egypt and Nubia, Syria and Asia Minor, **PRINTED FOR PRIVATE DISTRIBUTION** †." This production, not now within our reach, it having been lent to a friend of the parties just before his demise, was thus handsomely spoken of in the London Literary Gazette, Nov. 1st, 1823.

"The work of these two gallant officers is alike honorable to their

* See Vol. I. Part II. p. 665*.

† See Vol. I. Part I, p. 261.

‡ See Vol. III. Part. II. p. 4. *et seq.*

spirit and talents. Imbued with a laudable thirst for knowledge, and inspired with a love of science, when their own noble profession no longer claimed their exertions, they adventured forth in search of information in lands where it is most difficult of attainment. They found, as every one will find who engages in literary and scientific pursuits, increase of appetite grow with what it fed on; and during four years and a half they devoted themselves to travel and inquiry, principally in the interesting regions to an account of which these pages are addressed. They saw much, and examined into many curious matters; and they have told what they saw, and described what they examined, in a way which would do credit to professed writers, and thus produced a book altogether of a very entertaining and intelligent character."

THOMAS MONTGOMERY, Esq.

NEPHEW to Lieutenant-General Lord Blayney. He served as midshipman on board the *Ganges* 74, Captain Thomas F. Fremantle, at the battle of Copenhagen, April 2d, 1801; obtained the rank of lieutenant on the 1st of Oct., 1806; and afterwards served in the *Hyacinth* sloop and *Marlborough* 74, the latter ship commanded by Captain (now Sir Graham) Moore. He was promoted to his present rank on the 13th of June, 1815.

WALTER WINDEYER, Esq.

WAS made a lieutenant on the 21st of Oct., 1806; appointed to the command of the *Olympia* cutter, Feb. 13th, 1812; promoted to his present rank on the 13th of June, 1815; and subsequently employed in the ordinary at Portsmouth.

ROBERT STREATFIELD, Esq.

OBTAINED the rank of lieutenant on the 6th of Nov. 1806; and was made a commander, June 13th, 1815.

HENRY WILLIAM SCOTT, Esq.

WAS made a lieutenant in May, 1807; appointed to the Crane sloop in Mar. 1811; and promoted to the rank of commander, while serving as first of the *Tonnant* 80, Captain Edward Pelham Brenton, June 13th, 1815. He married, in 1830, Ann, eldest daughter of Isaac Lane, of Ewell, co. Surrey, Esq.

PETER MAINGY, Esq.

WAS made a lieutenant in Sept. 1807; advanced to his present rank on the 13th of June, 1815; and appointed an inspecting commander, in the coast guard service, July 6th, 1830.

GEORGE DOUGAL, Esq.

Is the son of a London merchant, who, after his retirement from business, in 1788, resided for many years at Sunderland. His grandfather was a clergyman of the Scotch church.

This officer appears to have been born at London, on the 2d Oct. 1778; and, when fourteen years of age, placed in the office of the Comptroller of the Customs; but having imbibed an ardent predilection for a sea life, he was soon afterwards bound apprentice to the owners of a ship employed in the coal trade. After making a few voyages between Shields and the river Thames, he embarked on board a brig, and visited Archangel, Riga, and other Russian ports. In Dec. 1796, he became midshipman of the Hon. East India Company's ship *Hindustan*; and on his return home, after a trip to Bombay and China, (during which he was, together with twelve other persons, struck down by lightning,) engaged as third mate on board the *Experiment*, a large West Indiaman; from which ship he was pressed on board the *Brunswick* 74, Captain William Gordon Rutherford, June 27th, 1799. The

yellow fever was then raging at Jamaica; many of the Brunswick's officers and crew had fallen victims to it; and as she had but few midshipmen left, Mr. Dougal was at once placed on her quarter-deck. In Mar. 1800, he followed Captain Rutherford into the Decade frigate; from which ship we find him paid off, at Portsmouth, Oct. 7th, 1802. Previous to this he had witnessed the surrender of Curaçoa, assisted in cutting out several vessels on the coast of the Spanish Main, and been, on one occasion, no less than fifteen days in an open boat, endeavouring to regain his ship, which had suddenly left her station off Porto Cabello. During this time, provisions running short, he was obliged to go on shore at various places to procure some, and once obliged to fight his way to the beach, having been surprised by a party of cavalry.

Being soon tired of an idle life, Mr. Dougal next embarked on board the *Trusty*, a frigate-built Guineaman, which ship, after seven months' service on the African coast, proceeded with 400 slaves to Jamaica, where her cargo, the original cost of which was about £5,600., sold for no less than £26,000. The late Dr. M'Leod, surgeon of the *Alceste* frigate, during Lord Amherst's embassy to China, was then one of Mr. Dougal's fellow voyagers.

After his arrival at Kingston, the subject of this memoir, being second mate of the *Trusty*, was employed for about six months, in the command of a droger, bringing rum and sugar from various parts of Jamaica. When the ship was loaded and ready to return home, she anchored at Port Royal, to wait for convoy. Her commander there associated with a number of naval officers, and, one night, returning on board in a state of inebriety, was so very abusive to Mr. Dougal that he could not avoid resenting it. In the heat of passion, the skipper ordered a boat to be manned, went on board the *Theseus* 74, and asserted that he was in danger of being murdered. His unoffending officer was consequently sent for, and next morning questioned as to the nature of the quarrel which had taken place; his ungarbled version of the affair received credit, and he was immediately ordered to do

duty as master's-mate. A few days afterwards, he lost the sight of his right eye, occasioned by one of the marines firing a musket close to him, whilst he was in the act of preventing a drunken man from falling over the gangway.

The *Theseus*, successively commanded by Captains John Bligh, Edward Hawker, Francis Temple, and B. Dacres, was paid off, at Chatham, Sept. 22d, 1805. A narrative of her proceedings, while bearing the flag of Rear-Admiral J. R. Dacres, during a hurricane, in which she was dismasted and obliged to throw many guns overboard, is given in the *Naval Chronicle*, vol. xii. p. 477 *et seq.* Shortly after her return in that state to Port Royal, she lost at least 100 men by yellow fever.

From the *Theseus*, Mr. Dougal was removed into the *Powerful 74*, Captain Robert Plampin, with whom, however, he did not go to sea. We afterwards find him serving as master's-mate of the *Sampson* and *Diadem 64's*, successively bearing the flag of Rear-Admiral Stirling, by whom he was appointed, April 22d, 1807, to the command of the *Dolores* schooner, recently captured at Monte Video, which vessel he gallantly and successfully defended against two others of the same description and force, sent from Buenos Ayres purposely to attack him. He was subsequently employed in battering the sea defences of that city; and after the failure of the attack thereon, by Lieutenant-General Whitelocke, ordered on board the *Princessa*, an old Manilla galleon, selected to convey 400 men of the 71st regiment, with their wives and children, to England. That ship sailed from the Rio de la Plata on the 13th Sept. 1807, and on the 24th was abandoned, in consequence of her being in a sinking condition.

During the next four months, Mr. Dougal was a supernumerary on board the *Africa 64*, Captain (now Sir Henry W.) Bayntun. On his arrival in England, he received intimation that he was at liberty to go where he pleased; nor could he recover one farthing of pay for the time he had served in the *Princessa* and *Africa*:—the Navy Board said they had nothing to do with the former ship, she being a transport; the

Trans
one.

On
again
derat
nant'
unde
then
after
sion,
mand
was a
poye
1809.

Lie
6th, 1
Olive
Taylo
Capt
to the
sion
woun
India

Th
13th
emple

W
to the
and p

Transport Board would not recognize her as ever having been one.

Once more at his own disposal, Mr. Dougal thought of again entering into the merchant service ; but, on due consideration, thought it right to make an effort to obtain a lieutenant's commission; and, although he had previously passed, underwent a second examination at Somerset House. He then memorialized the Admiralty, and, in about three months afterwards, was promoted into the *Sarpen sloop*, by commission, dated June 8th, 1808. This vessel, successively commanded by Captains James Gifford and J. Sanderson Gibson, was attached to the *Walcheren* expedition, afterwards employed in the North Sea and Baltic, and paid off Dec. 22d, 1809.

Lieutenant Dougal's subsequent appointments were, April 6th, 1810, to be first of the *Apelles sloop*, Captain Thomas Oliver ; and Jan. 15th, 1813, to the *Espicgle*, Captain John Taylor. The former vessel, while under the command of Captain Frederick Hoffman, ran on shore under the batteries to the westward of Boulogne, May 3d, 1812, on which occasion Lieutenant Dougal and several of her crew were wounded*. The latter sloop was employed on the West India station, from whence she returned home in Mar. 1814.

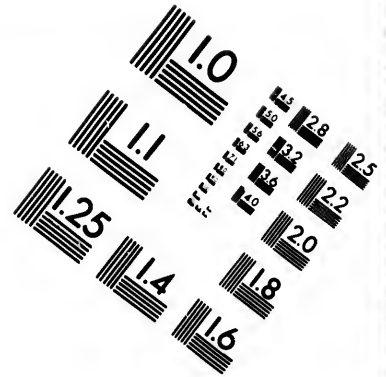
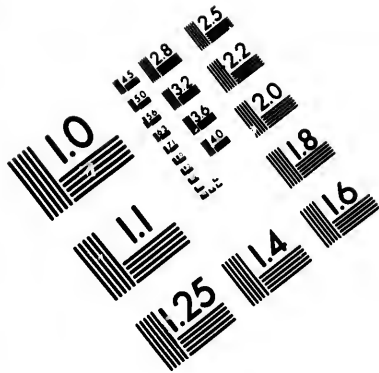
The subject of this memoir was made a commander on the 13th June, 1815 ; since which he has not been able to obtain employment.

GEORGE WOODS SARMON, Esq.

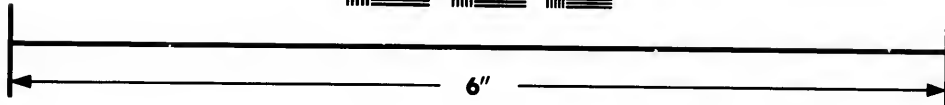
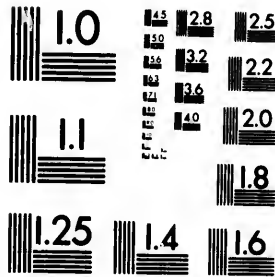
Was made a lieutenant on the 20th Sept. 1808 ; appointed to the *Majestic 58*, Captain John Hayes, April 17th, 1813 ; and promoted to his present rank, June 13th, 1815.

* See Vol. III. Part II. p. 366.





**IMAGE EVALUATION
TEST TARGET (MT-3)**



**Photographic
Sciences
Corporation**

23 WEST MAIN STREET
WEBSTER, N.Y. 14580
(716) 872-4503

HENRY RALPH ROKEBY, Esq.

THE family of Rokeby, Rokesby, or Rooksby, as variously spelt in the uncertain orthography of former times, is of very high antiquity. It derives its name from a lordship in the north riding of Yorkshire, where it flourished in feudal splendour and hospitality for many ages. In the days of chivalry and border warfare, it was much distinguished; and many of its members appear, during that period, to have received the honor of knighthood. In 1408, Sir Thomas, or, as some writers term him, Ralph Rokeby, being then sheriff of his native county, routed and slew Percy, Earl of Northumberland, at the battle of Bramham-moor. That powerful and restless chieftain, exasperated at the death of his son, Hotspur, had taken arms against Henry IV., and to his defeat that monarch was in a great degree indebted for the security of his throne. The civil war which wasted the patrimony of so many old houses, was particularly disastrous to that of Rokeby. Adhering with hereditary loyalty to the crown, it ardently supported the royal cause, and its fortunes decayed with it. The antique mansion, with the ample domain attached thereto, which had continued in the male line from the reign of the Conqueror, fell a sacrifice to the fines, confiscations, and other exactions levied by the successful party, and at length was altogether alienated.

The Rev. Langham Rokeby, of Arthingworth, in Northamptonshire, a place acquired by the marriage of one of his ancestors with an heiress of the Langhams, of Cottesbrooke, about the end of the 17th century, is now the representative of this ancient race, and the subject of the following short sketch is the second son of that worthy divine.

Mr. HENRY RALPH ROKEBY entered into the royal navy as midshipman on board the Royal George, first rate, Captain (afterwards Admiral) John Child Purvis, towards the conclusion of the French revolutionary war, in 1801. He next served in the Prince of Wales 98, bearing the flag of Sir Robert Calder, and was present at the capture of two line-of-battle ships, forming part of the combined fleets of France and

Spain
dymi
attac
unde
mina
on th
Capt
74's;
Seyn
Geor
comm
Nath

Lo
casio
while
the r
the K
skirm
mess
the e
The
point
Colvi
13th,

Is
late
1792.
Th
board
and s
gar.
vo

Spain, July 22d, 1805. We afterwards find him in the *Endymion* frigate, Captain the Hon. Thomas Bladen Capel, attached to the squadron employed against Constantinople, under Sir John T. Duckworth, in 1807. He passed his examination for lieutenant in July 1808; obtained a commission on the 27th of Jan. 1809; and subsequently served under Captains Pulteney Malcolm, in the *Donegal* and *Royal Oak 74's*; John Sprat Rainier, in the *Norge 74*; Sir Michael Seymour, in the *Hannibal*, of similar force; the present Sir George Martin, in the different ships bearing his flag while commander-in-chief on the Lisbon station; and Captain Nathaniel Day Cochrane, in the *Orontes* frigate.

THOMAS WHITAKER, Esq.

Lost the sight of an eye while serving as midshipman, occasioned, we have been told, by a biscuit thrown at him while skylarking in the cockpit berth of a 74. He obtained the rank of lieutenant on the 22d Dec. 1809; was fourth of the *Kent 74*, Captain Thomas Rogers, in one or two slight skirmishes with the Toulon fleet, in 1812; and lost a gallant messmate, Lieutenant Robert Watson, while engaged with the enemy at Ciotat, near Marseilles, June 1st in that year. The *Kent* having been paid off in Jan. 1813, he was appointed, Sept. 16th following, to the *Queen 74*, Captain Lord Colville. His commission as commander bears date June 13th, 1815.

HENRY BROWNE MASON, Esq.

Is of an old Hertfordshire family, and connected with the late Earls of Winchelsea. He was born on the 26th April, 1792.

This officer entered into the royal navy as midshipman on board the *Prince 98*, Captain Richard Grindall, in Dec. 1803; and served under that officer at the glorious battle of Trafalgar. Subsequent to that great event, he was placed with

Captain William Hoste, in the *Amphion* frigate, on the Mediterranean station. In Mar. 1809, while conducting a prize to Malta, he was taken prisoner by two French privateers, off the coast of Dalmatia, and placed under restraint at Zara. From thence he was transferred to Ancona, and after a subsequent confinement at Briançon, removed to Verdun-sur-Meuse. There he remained, on parole of honor, until Aug. 1810, when, in consequence of misconduct on the part of other midshipmen, we find him closely confined in the prison within the citadel. Being thus absolved from his parole, he considered it a point of duty to attempt escape; and after repeated trials and disappointments, during four months, he at length succeeded in reaching England, *via* Holland, disguised as a peasant, Jan. 1st, 1811. On the 2d of the following month, he was promoted; and subsequently appointed to the *Dreadnought 98*, and *America* and *Kent 74's*; in which ships he served under Captains Samuel Hood, Linzee, Josias Rowley, and Thomas Rogers, until the latter was put out of commission, on her return from the Mediterranean, in Jan. 1813. His last appointment was, June 28th in the same year, to the *Forth* frigate, Captain Sir William Bolton. He obtained the rank of commander on the 13th June, 1815.

RICHARD COPELAND, Esq.

PASSED his examination in May, 1811; obtained the rank of lieutenant on the 11th Dec. following; an appointment to the *Cygnets* sloop, Captain Robert Russell, Feb. 11th, 1812; and a commander's commission on the 13th June, 1815. He has since been employed, for several years, in surveying various parts of the Mediterranean.

This officer is the author of "An Introduction to the Practice of Nautical Surveying, and the Construction of Sea-Charts, Illustrated by thirty-four Charts; translated from the French of C. F. Beautemps Beaupré, Hydrographer of the French Marine; with an Appendix, containing Dalrymple's Essay on the most commodious methods of Marine

Surve
Long
been

Wa
mote

PA
the F
subse
Curtis
missio
Thi
John

So
co. H
Th
pears
board
ford,
where
lasted
storm
her b
with
In Au
a bloc
shatte
Mr

Surveying, and the description of Observations by which the Longitude of Places on the Coasts of Australia, &c. have been settled, by Captain Matthew Flinders, R. N."

WILLIAM GORDON, Esq.

WAS made a lieutenant on the 21st Mar. 1812, and promoted to the rank of commander June 13th, 1815.

JOSEPH EASTWOOD, Esq.

PASSED his examination, and was appointed lieutenant of the Pluto sloop, Captain R. Janverin, in Jan. 1809. He subsequently served under Captains John Serrel and Lucius Curtis, in the Helder and Madagascar frigates. His commission as commander bears date Jan. 23d, 1815.

This officer married, Nov. 3d, 1824, Louisa, daughter of John Poole, of Fareham, co. Hants, Esq.

JAMES HARRIS, Esq.

SON of a respectable attorney, in practice at Leominster, co. Hereford.

This officer was born on the 15th April, 1791; and appears to have entered into the royal navy as midshipman on board la Virginie frigate, Captain (now Sir John Poo) Beresford, Aug. 3d, 1803. His first cruise was in the North Sea, where he at once got well seasoned, in a gale of wind which lasted for three weeks with unabated fury. During this storm, la Virginie lost her main and mizen top-masts, sprung her bowsprit and foremast, and became so leaky, that it was with the utmost difficulty she could be navigated into port. In Aug. 1804, after having been for some time employed as a block-ship in the Downs, she was, in consequence of her shattered state, put out of commission.

Mr. Harris next joined the Cambrian frigate, commanded

by his former captain; and was present in that ship at the capture of three French privateers, on the Halifax station, in the summer of 1805 *. Previous to his return home in May, 1807, he was placed in charge of a detained American schooner, which vessel, after an ineffectual attempt to reach Halifax, and narrowly escaping destruction on Sable Island, was obliged to bear up for Bermuda, with so small a stock of provisions, that every one on board must have perished, but for the timely assistance rendered by an English letter of marque.

In July, 1807, we find Mr. Harris following Captain Beresford into the *Theseus* 74, then employed in the blockade of Ferrol, and subsequently of Rochefort. He was in that ship when she, in company with three others, under the orders of her captain, prevented eight sail of the line from forming a junction with the *l'Orient* squadron, Feb. 21st, 1809; he commanded her pinnace, employed in covering the retreat of the officers and men belonging to fire-vessels, sent against the same squadron, anchored near *l'Isle d'Aix*, April 11th, 1809; and he subsequently bore a part in the operations of the *Walcheren* expedition. On the 26th Feb. 1810, in consequence of favorable representations personally made to the Board of Admiralty by Sir John Poo Beresford, he was advanced to the rank of lieutenant, and about the same time appointed to serve under his constant patron, in the *Poicters* 74, then fitting out at Chatham.

After Lord Wellington's famous retreat to the lines of Torres Vedras, the *Poictiers* being then in the river Tagus, her barge, commanded by Lieutenant Harris, assisted in supporting the right of the British army, resting for some months at Villa Franca, eighteen miles above Lisbon; and on Marshal Massena's retreat from Santarem, she assisted in cutting off several hundreds of his rear-guard; and also in crossing Lord Hill's division from Mugem to the south side of the river.

The *Poictiers* was afterwards stationed in Basque roads,

* See Vol. I. Part II. p. 667.

where
disting
squad
ships,
casior
land l
ral o
schoo

On
Poict
in th
were
these
been
flag o
ship
at an
night
man
Amer
rant
mone
nuda
prize
sent

Th
rank
1821
Beav

PA
obtai
serve
burne
Ussh

where Lieutenant Harris commanded her launch, and greatly distinguished himself in an action between the boats of the squadron under Sir Harry Neale, and those of the French ships, which that officer was then blockading. On this occasion, the barge of the Poictiers was sunk by the enemy's land batteries, one of her marines killed, and, including several other casualties, Lieutenant W. Knight, of the Arrow schooner, mortally wounded.

On the breaking out of the American war, in 1812, the Poictiers proceeded to the Halifax station, and was employed in the blockade of the river Delaware, up which her boats were very frequently sent to annoy the enemy. On one of these occasions, an officer and a party of marines having been taken prisoners, Lieutenant Harris was sent under a flag of truce to effect their exchange, with orders, in case the ship should go in chase, to rendezvous on board a prize sloop at anchor in the mouth of the river. This he did for the night; and next morning, although with only one midshipman and a single boat's crew, succeeded in capturing an American East Indiaman, of 20 guns, returning home ignorant of the war. On the Poictiers joining company, as money was much wanted for the payment of troops at Bermuda, Sir John Beresford proposed to ransom this valuable prize; and in the course of a week £45,000. sterling was sent down from Philadelphia for that purpose.

The subject of this memoir was advanced to his present rank on the 23d of June, 1815. He married, July 31st, 1821, Elizabeth Anne, only daughter of the late Rev. Henry Beavan, rector of Whitton, co. Radnor.

ALLEN OTTY, Esq.

PASSED his examination for lieutenant about Sept. 1809; obtained a commission on the 14th of April, 1810; and served as first of the Goshawk sloop, Captain James Lilburne, at the attack made by Captain (now Sir Thomas) Ussher upon several French privateers, in the strongly for-

tified mole of Malaga, in the night of April 29th, 1812. On this occasion, his gallant commander was killed, and his own "undaunted courage" officially reported*. He subsequently served on the Canadian Lakes; and obtained the rank of commander July 1st, 1815.

MILLER WORSLEY, Esq.

PASSED his examination about Oct. 1810; obtained a commission on the 12th of July, 1813; and highly distinguished himself, on several occasions, while serving as lieutenant on the Canadian Lakes, in 1814 †. He was promoted to his present rank on the 13th of July, 1815; and appointed inspecting commander of the preventive-boats stationed at the Isle of Wight, in Aug. 1817.

This officer married, Oct. 3d, 1820, a daughter of the late Mr. C. Harris, merchant, of Bristol.

JOSEPH PATEY, Esq.

WAS a midshipman on board the *Lion* 64, Captain (now Sir Manley) Dixon; and one of the only two persons at all hurt in an action with four Spanish frigates, on the Mediterranean station, July 15th, 1798 †. He obtained his first commission on the 6th of Sept. 1802; and subsequently served as flag-lieutenant to the above officer, by whom he was successively appointed to the command of a small corvette, borrowed from the Brazilian Government; to act as captain of the *Ceres* French frigate, captured on the South American station, and of the *Aquilon* 24; and to the *pro-tempore* command of the *Albacore* sloop, which he retained from April, 1814, until superseded on his return home, in July, 1815. His promotion to the rank of commander took place on the second day after his supercession.

* See Suppl. Part I. pp. 345—348.

† See James's Nav. Hist. VI. 489—491.

‡ See Vol. I, p. 375, *et seq.*

JAMES GABRIEL GORDON, Esq.

PASSED his examination in Mar. 1809; obtained his first commission on the 3d of Oct. 1810; and served, during the last two years of the late war, in the *Egmont* 74, Captain Joseph Bingham. On the 20th of Sept. 1814, he was appointed flag-lieutenant to Rear-Admiral Penrose; with whom he continued until promoted to the rank of commander, July 20th, 1815. He has since been employed in the Ordinary at Sheerness.

WILLIAM HOLMES, Esq.

WE first find serving as midshipman of the *Weazle* sloop, Captain Henry Prescott; and distinguishing himself at the capture of an enemy's convoy, under the batteries of *Amanthea*, in Calabria, July 25th, 1810*. Two days afterwards he assisted in destroying several other vessels, and bringing off a gun from the shore, under a heavy fire of musketry, by which three of his shipmates were wounded. On the 29th of the following month, he most gallantly boarded and took possession of an armed xebec and a gun-boat, secured by hawsers to the shore, near a battery where a large body of Neapolitan cavalry was assembled. On the 27th of Aug. 1811, being then master's mate of the *Diana* frigate, Captain William Ferris, he commanded a boat belonging to that ship, at the capture of a French convoy in the river Gironde †; and on the 27th Feb. 1812, he was promoted to the rank of lieutenant, for jumping overboard and saving the life of a seaman, who had fallen from the mast-head of that ship, while lying in Plymouth Sound. His first appointment, as such, appears to have been, Aug. 19th following, to the *Saracen* sloop, Captain John Harper, fitting out for the Mediterranean station; where he was engaged in a constant series of active and important services during the remainder of the war ‡.

* See Suppl. Part I. p. 190, *et seq.* † See Vol. II. Part II. p. 908.

‡ See Suppl. Part III. pp. 332—345.

This gallant officer obtained a commander's commission on the 19th Aug. 1815; and was appointed to the Arab sloop, attached to the Irish station, Mar. 22d, 1822. In that vessel he perished, with all his officers and crew, on the coast of Mayo, near Broadhaven, Dec. 12th, 1823; leaving a widow (formerly Miss Eliza Gould, of Blandford) and several young children to lament his melancholy fate.

WILLIAM HENRY DICKSON, Esq.

OBTAINED a lieutenant's commission in Jan. 1806, and his present rank on the 21st Aug. 1815. At the close of the late war with France, he commanded the Maria schooner; and, since the peace, the Chanticleer sloop of war. He was the zealous projector and principal promoter of the Royal Naval School, now about to be established near London.

JAMES ROBERTSON WALKER, Esq.

ELDEST son of James Robertson, Esq. a deputy lieutenant, and an active, upright, and useful magistrate of Ross-shire, (late collector of H. M. Customs at Stornoway, in the northern division of the island of Lewis, annexed to the same county,) by Annabella, eldest daughter of John Mackenzie, Esq. of Letterewe, on the banks of the grand and romantic Loch Maree. His paternal grandfather was pastor of the extensive parish of Loch Broom, and equally eminent for clerical virtues as he was celebrated for great personal strength, and the aid he afforded to the royal cause in the rebellion of 1745-6; during the heat of which, and at a most critical moment, he was the means of preventing a large detachment of the King's forces, under the guidance of the Earl of Loudon and the celebrated Lord President Forbes, from being cut off by the rebels under the Duke of Perth. For his conduct on this occasion, he was made prisoner by some of his own flock, who had followed Lord Cromartie into the ranks of the young Pretender, and whose personal respect for their pastor alone prevented them from proceeding to the utmost ex-

trem
this
tions
parde
Th
vices
Lett
have
man,
1718
rally
was
broa
extri
tions
hut,
he r
wher
on e
him
done
tale
T
a pr
on
How
who
war
offic
the
for
atta
Lo
A
wh
Cap
pre
Ro

tremity against him. After the suppression of the rebellion, this reverend gentleman used the most indefatigable exertions, and made great personal sacrifices, in procuring the pardon and release of many of his deluded parishioners.

The maternal grandfather of the officer whose naval services we are about to record, was Murdoch Mackenzie, of Letterewe, who espoused the cause of the Stuarts, and behaved with desperate bravery, when fighting under his kinsman, William, Earl of Seaforth, at the battle of Glenshiel, in 1718. Perceiving himself abandoned by his friends, he literally cut his way through the hostile ranks; but the exertion was so violent, that the hand with which he wielded his broadsword became swollen to such a degree it could not be extricated from the guard without the assistance of fomentations, applied by an old woman, the only inmate of a solitary hut, in an unfrequented part of the highlands. From thence he retired to his own residence on the banks of Loch Maree, where he was speedily joined by the Earl of Seaforth, who, on embarking for the Hebrides, embraced, and addressed him in these emphatic words: "Ah! Murdoch, had *we* all done our duty yesterday, as *you* did, the present melancholy tale could not be told of us."

The subject of the following memoir, having early evinced a predilection for the naval service, embarked as midshipman on board the Inspector sloop, Captain (now Sir Robert Howe) Bromley, in Leith roads, April 6th, 1801. During the whole of the peace of Amiens, he served under Captain (afterwards Rear-Admiral) the Hon. Francis F. Gardner, senior officer on the Irish station; and in the spring of 1803, joined the *Canopus* 80, Captain John Conn, fitting out at Plymouth, for the flag of the late Sir George Campbell, who was then attached to the Channel fleet, but destined to serve under Lord Nelson, in the Mediterranean.

After a service of nearly two years in the *Canopus*, during which he was in repeated skirmishes with the batteries on Cape Sepet, and the French ships occasionally sent out to prevent a close reconnoissance of Toulon harbour, Mr. James Robertson was strongly recommended by Captain Conn to

Lord Nelson, who most kindly received him on board the *Victory*, in which ship he had the honor of serving as fore-castle-mate at the glorious battle of Trafalgar. On her being put out of commission he obtained a warm recommendation from Sir Thomas Masterman Hardy to Captain Brydges W. Taylor, who immediately consented to his joining the *Thames* 32, a new frigate, then fitting out at Chatham. By the latter amiable officer, whose subsequent melancholy fate we have elsewhere recorded, he was introduced in a very particular manner to Lords Hawkesbury and Amherst, with other distinguished personages, who soon afterwards embarked in the *Thames* to view the French coast, and the grand encampment of Napoleon's "Army of England." Captain Taylor also did Mr. Robertson the honor of taking him into his own boat, when the first attempt was made, under the orders of Commodore Owen, to destroy the Boulogne flotilla, by means of Congreve rockets.

In the summer of 1806, the *Thames* accompanied the *Phœbe* 36, Captain James Oswald, to the Greenland Seas, in pursuit of some French frigates which had been sent thither to interrupt our whalers. On her return from thence, she was ordered to the West Indies, where we find Mr. Robertson joining the *Northumberland* 74, bearing the flag of Rear-Admiral the Hon. Sir Alexander Cochrane, in April, 1807. Some months afterwards, he followed that officer into the *Belleisle* 74; and served as mate of the signals at the capture of the Danish islands*. In Feb. 1808, he was appointed lieutenant of the *Galatea* frigate, *vice* Boyle, whose death at sea had been reported, but whom his intended successor found sitting at the captain's table, giving not only the most convincing proofs of his being still alive, but also in the best of health and spirits.

On re-joining the flag-ship, which he could not do until April, Mr. Robertson had the mortification to find that several real death vacancies had occurred, and been given to others, during his absence; the rear-admiral, of course, con-

* See Vol. I. Part I. p. 263.

sider
ately
Hon
ing,
Spar
of th
Port
day,
and
bush
ning
men
is th
O
fect
afte
in g
her
bee
exc
the
the
ma
and
act
ing
in
the
sch
ho
me
du
ou
of
th
tu
C

sidering him already provided for. He was, however, immediately appointed acting lieutenant of the *Fawn* sloop, captain the Hon. George Alfred Crofton; and, on the 28th May following, he commanded two of her boats at the capture of a large Spanish privateer schooner and three merchant vessels, one of the latter armed, under two batteries at the N. E. end of Porto Rico; of this truly gallant affair, performed in open day, under the very muzzles of the enemy's guns on shore, and a continued fire of musketry from the surrounding bushes into which the privateer's men had escaped after running their vessel aground and scuttling her in the bows, no mention whatever is made in the London gazette, nor indeed is there, to our knowledge, any published account extant.

On obtaining possession of the schooner, the sea being perfectly smooth, Mr. Robertson determined to tow her off; and after nailing sheet lead over the holes in the bows, succeeded in getting her afloat and fairly under way. He then directed her guns to be turned upon the enemy; but this had scarcely been effected when her magazine exploded, and all on board except himself and two seamen were blown into the water: the loss sustained on this occasion was one warrant officer, the carpenter of the *Fawn*, killed; and Mr. Farley, master's-mate, a quarter-master, and two marines severely scorched and wounded: at the moment of the accident taking place, acting lieutenant Robertson was, fortunately for him, standing before the fore-mast, cheering and encouraging the people in the boats a-head to give way.

In the evening of the same day, Mr. Robertson rejoined the *Fawn*, with his four gallantly obtained prizes; and the schooner was then partially repaired: on the following day, however, she went down in a squall, by which disaster five men perished. On the 17th July, 1808, Mr. Robertson conducted another successful attack in the same quarter; cut out a merchant schooner, and spiked and destroyed the guns of one of the above-mentioned batteries. On this occasion, the *Fawn's* boats were assisted by two belonging to the *Pul-tusk* sloop, the commander of which vessel (now Captain Charles Napier) accompanied them as a volunteer, merely to

make himself acquainted with the locality through Mr. Robertson's previously acquired knowledge.

On the 8th Dec. following, Mr. Robertson was appointed by Sir Alexander Cochrane acting first lieutenant of the Hazard ship-sloop, Captain Hugh Cameron, under whom he assisted at the capture of the French frigate *Topaze*, lying under a battery in the island of Guadeloupe, Jan. 22d, 1809*. This fine and valuable prize was entrusted to his charge for some time, during the absence of the senior officer's first lieutenant.

The Hazard was actively employed at the subsequent reduction of Martinique, by the forces under Lieutenant-General Beckwith and Sir Alexander Cochrane †; after which, Captain Cameron commanded a light squadron employed in watching the harbour of the Saintes, where a French force, under Commodore Troude, was waiting for an opportunity of getting over to Guadeloupe.

On the 14th April, 1809, a large body of troops having arrived from Martinique, and been landed, for the double purpose of driving the enemy's ships to sea, and of reducing the Saintes, Mr. Robertson was sent to row guard during the night, close in with their anchorage. He accordingly entered the harbour, and having let go a grapnel close under Mons. Troude's stern, soon perceived that he was getting under weigh. Of this, the attacking army and blockading squadron were immediately apprised by means of rockets and blue lights; and thus Sir Alexander Cochrane and his consorts came into almost immediate contact with the object of their solicitude. The Hazard having joined in the pursuit of this French squadron, fifty-three days elapsed before Mr. Robertson could rejoin her, during which time he had nothing to wear but the dress in which he left her. His appointment as lieutenant was not confirmed by the Admiralty until July 21st following.

On the 16th Oct. 1809, the Hazard and Pelorus brig-sloop,

* See Suppl. Part I. p. 364.

† See Vol. I. Part I. p. 264 *et seq.*

the latter commanded by Captain Thomas Huskisson, while cruising in the bay of Point-à-Petre, Guadaloupe, discovered a French armed schooner moored under the battery of St. Marie; and it being determined to attempt bringing her out that night, two boats from each were detached for the purpose, under the command of Lieutenants Robertson and Edward Flin, the latter, although of longer standing as a commissioned officer, yielding the precedence to the former, in consequence of his being the senior commander's first lieutenant.

The schooner being surrounded by coral reefs, and the boats grounding at every effort to find a channel, while the enemy kept up a quick but harmless fire upon them, it was found impossible to close with her during a dark rainy night, though frequently within pistol-shot. These obstacles opposing, and a surprise being now out of the question, Lieutenant Robertson, after consulting with his brother officer, resolved to return on board and suggest to Captain Cameron, that if both sloops stood in sufficiently close to silence the battery and cover the attacking party, it might be practicable either to bring out or destroy the schooner during day-light. A signal was immediately made to the Pelorus to this effect, and the boats dashed on direct to their object, the commanding officer, in the Hazard's pinnace, leading. When again within pistol-shot of the enemy, this boat once more grounded; but her crew gallantly leaping out, she was, by great exertion, got over the reef; and, in two minutes afterwards, Lieutenant Robertson found himself on the schooner's deserted deck. The boats of the Pelorus, under Lieutenant Flin and Mr. Scott, master's-mate, and the Hazard's jolly-boat, commanded by Mr. Hugh Hunter, a young midshipman, closely following the example set them, were soon also alongside.

The French crew, on seeing the pinnace clear the reef, had fled to the shore, and taken shelter in some houses on the beach, from the doors and windows of which they now kept up a galling fire. Lieutenant Robertson soon perceived the impossibility of getting his prize out, for she was not only

aground close to the beach, but also secured to the fort by a chain from the mast-head, and another from the stern-post under water. Every effort to set fire to her on deck failed, in consequence of the heavy rain of the preceding night; but Mr. William Ferguson, acting boatswain of the Hazard, a most gallant and intrepid man, succeeded in lighting a fire below, which, rather sooner than he expected, communicated with the magazine, when she instantly exploded. Poor Ferguson, whilst in the act of regaining the deck, was blown up a considerable way into the air; but fortunately he fell clear of the wreck into the sea; from whence he was picked up in a perfectly naked state, his skin quite black, and his mind in a state of derangement. At the moment of the explosion, the boats, with the exception of the Hazard's pinnace, were quitting the schooner; the latter was waiting under the bow for Lieutenant Robertson (who was thrown by the concussion into her, but not much hurt) and Mr. Ferguson, whom he had, but an instant before, called to down the main-hatchway. These, we believe, were the only casualties occasioned by the blowing up of the vessel; six valuable men, however, were killed by the enemy's shot, and eight others wounded; of this number, three were slain and two dangerously wounded in the pinnace. The following is an extract of Captain Cameron's official report:

"In justice to the officers and men employed on this service, I cannot omit particularizing the very gallant manner in which they approached the schooner, under a very heavy fire of grape from the battery, and of grape and musketry from the privateer, until they were nearly alongside, when the enemy quitted her, and joined a long line of musketry, and two field-pieces, on the beach, to the fire of which they were exposed during the whole time they were preparing to blow her up, at a distance of not more than ten yards.

"The privateer had one long 18-pounder on a circular carriage, and two swivels, and appeared to have from 80 to 100 men: she was about 100 tons, coppered, and apparently new. It is impossible for me to express my ideas of the very gallant manner in which Lieutenants Robertson and Flin conducted themselves on this occasion; and they speak in the highest terms of Messrs. (John Stuart) Brisbane and Hunter, midshipmen of this ship; Mr. Ferguson, boatswain; and Mr. Scott, mate of the Pelorus; who, as well as every individual employed, were volunteers on the service."

The Hazard was one of the ships which bore the brunt of an attack made by the squadron under Captain Samuel James Ballard, upon two large French frigates, and the batteries of Ance la Barque, Guadaloupe, Dec. 18th, 1809*; on which day her gallant and lamented commander was killed, while returning to his ship from a fort, out of which the enemy had been driven:—his boat's crew represented that he fell by a grape shot from one of the British ships then firing upon the enemy's troops; whilst a supernumerary master's-mate on board the Elizabeth schooner, Lieutenant Fitch, acknowledged he was the person who had discharged a piece at him, under the impression that he was a French officer. It may, however, be consoling to his surviving friends to know, that he fell by the hands of an enemy; for a colonel who was taken prisoner at the subsequent reduction of Guadaloupe, and sent home in the Hazard, so minutely described to Lieutenant Robertson the manner in which he lost his life, as to remove every doubt on the subject. It was simply thus:—Captain Cameron, after striking the colours in the evacuated fort, wrapped them round one of his arms, which had been grazed by a musket-ball, and was perceived by a French officer to be standing on the beach with his boat-keeper, waiting the return of the crew who had straggled. The officer instantly snatched a musket from one of his soldiers, who was skulking in the bushes, and shot the gallant captain dead on the spot. Notwithstanding this, it is possible the boat-keeper did actually believe the correctness of his own assertion,—that the fatal shot was fired from a British ship.

After the action Lieutenant Robertson waited upon the commodore of the squadron, who was pleased to pass a high encomium on his conduct, and personally to thank him in the warmest terms for the manner in which the Hazard was conducted and fought after Captain Cameron had been called from her, by signal, in the early part of the battle: he subsequently granted him the following testimonial:

* See Vol. I. Part II. p. 878, *et seq.*

“ These are to certify the Lords Commissioners of the Admiralty, that Lieutenant James Robertson, being senior officer of H. M. sloop Hazard, on the 18th Dec. 1809, when in action with the French frigates la Seine and la Loire, which were moored in Ance la Barque, Guadaloupe, and strongly protected by two batteries, notwithstanding which they were both destroyed by the squadron under my orders, and the Hazard bearing a conspicuous part, her commander, Hugh Cameron, was slain, and the command devolving on Lieutenant Robertson, his conduct appeared to me that of a gallant and experienced officer.

(Signed)

“ S. J. BALLARD.”

Sir Alexander Cochrane, who had been a distant observer of this action, was likewise pleased to approve of Lieutenant Robertson's conduct, and to give him an order to command the Hazard, until the arrival of Captain Cameron's intended successor, who was then at Halifax, refitting the brig he commanded, and not expected to return from thence for some months: at the same time, the vice-admiral kindly said, he would request Lord Mulgrave to give him rank as lieutenant from the date of his first acting appointment. All this was not a little flattering to so young an officer, at a moment when the island of Guadaloupe was to be attacked, and an enemy's squadron was hourly expected from Europe to attempt its relief; nor was it less flattering to him, that he should be ordered to place the Hazard in a situation to give the first intimation of the enemy's approach. In a few days afterwards, however, we find him resuming the duty of first lieutenant, under the command of Captain William Elliot, (now C. B.), who having just before most highly distinguished himself at the capture of a French national brig, la Nisus, in the port of Des Hayes, was removed from the Pultusk brig to the Hazard, at his own earnest solicitation.

During the subsequent operations against Guadaloupe, we once more find Lieutenant Robertson on board a vessel in flames, as will be seen by the following handsome testimonial:

“ I certify that Lieutenant James Robertson served under my command, as senior lieutenant of H. M. sloop Hazard, from the 25th day of Dec. 1809, until the 23d day of Jan. 1811, when I was superseded in consequence of being promoted. That during the period mentioned, he at all times conducted himself as a zealous and most attentive officer, indefati-

gable
tack
at l'A
time
called
succe
batter
school
the fl
nals
other
to ex

L
pat
crew
lowe
few
of th
so in
jack
com
scor

G
zar
and
rep
ture
of
Brit
cert
“
of H
the
flag
in a
abili
cré
hap
mer
“
bou

gable in his exertions on all points of service, and particularly so at the attack on Guadaloupe, when the Hazard having led the fleet to an anchorage at l'Ance de Barque; and having anchored under the batteries a considerable time before any other ship, and under which batteries an enemy's schooner called la Mouche was lying, I sent him in a boat to board her, which he succeeded in, notwithstanding a heavy fire was kept up on her from the batteries, which were trying to sink her. On this occasion, although the schooner was on fire, he succeeded in bringing her off, and saving from the flames the French 'general marine signal-book,' and the private signals of all the maritime nations then in alliance with France, together with other important documents, for which the commander-in-chief was pleased to express his thanks.

(Signed)

"WILLIAM ELLIOT."

La Mouche had just before arrived from France with despatches, and was perceived to be on fire while the Hazard's crew were in the act of furling sails. A boat was hastily lowered down, and Lieutenant Robertson, taking with him a few marines only, hastened to board her. By this time, part of the schooner's deck was already burnt; and the heat was so intense, that all her guns went off while he and his red jackets were employed in cutting away the masts, in accomplishing which the whole of the little party were much scorched.

Guadaloupe having surrendered by capitulation, the Hazard was ordered home with the bearers of the naval and military despatches; and, after undergoing extensive repairs, sent to the Newfoundland station; where she captured and destroyed many American vessels, in the beginning of the late war waged by the United States against Great Britain. On leaving that sloop, he received the following certificate from Captain Elliot's successor:

"This is to certify, that Mr. James Robertson served as senior lieutenant of H. M. sloop Hazard, under my command, from the 24th Jan. 1811, to the 24th Oct. 1812, when he left to join H. M. ship Antelope, bearing the flag of Sir John T. Duckworth, during all which time he conducted himself in a most exemplary manner, evincing a constant zeal for the service, and ability in the discharge of his duty, such as must always reflect the greatest credit on himself, while it gave the utmost satisfaction to me; and I feel happy on the present opportunity of bearing an unqualified testimony to his merits.

"Given under my hand on board H. M. sloop Hazard, St. John's Harbour, Newfoundland, this 24th Oct. 1812.

(Signed)

"JOHN COOKESLEY, Commander."

In 1813, the *Antelope*, then commanded by Captain Samuel Butcher, was ordered to the Baltic station, and employed in protecting convoys through the Great Belt. On one occasion, when preparing to anchor with her charge, at midnight, she captured a Danish row-boat, which, in the darkness, mistaking her for a merchant ship, was about to lay her on board. As many other row-boats were that night amongst the convoy, Lieutenant Robertson requested Captain Butcher to let him have the prize and proceed in quest of them, which was accordingly granted. He soon fell in with and captured one, and, after binding the hands and feet of his prisoners, attacked and carried a second. On the 23d Oct. 1813, whilst commanding the above row-boat, manned with volunteers, he captured the schooner *Eleanor* and her consort, a large lugger-rigged boat. Next day, Captain Butcher addressed the following letter to Captain Robert Williams, of the *Gloucester* 74 :

H. M. S. Antelope, Great Belt, Oct. 24th, 1813.

“ Sir,—I beg leave to acquaint you that, being astern of the convoy, in the station assigned to me by you, I yesterday, at noon, observed several of the enemy’s row-boats ranging along shore, evidently with the intention of attacking the convoy when anchored for the night. I determined to embrace the opportunity of an interval of thick weather, which fortunately offered, of sending inshore unnoticed one of the three row-boats taken a few days since from the enemy, with orders to seize the first favorable moment to take or destroy as many as might be found practicable. I was satisfied that, should she succeed in getting near the land unobserved, she would pass for one intent on the same views as themselves. My intention was no sooner made known, than that most eminently zealous and gallant officer, Lieutenant James Robertson, requested to be allowed to go in her on this occasion, to whom I added Messrs. Pole and Madden, midshipmen, fifteen seamen, and four marines, the whole having volunteered their services. The enterprise set out successfully, the boat being enabled to gain an eligible situation before the weather cleared up.

“ When the convoy anchored, the enemy’s armed boats did the same, under the batteries of Rodby, as did also close to them Lieutenant Robertson, with the intention of attacking them, so soon as it should be dark. At 5 p. m., he observed a large armed schooner three miles distant, having a lugger-rigged boat towing astern. He weighed and worked to windward, till in her wake. When nearly within pistol-shot, the schooner, apparently confident of success, put twenty-four picked men on board the lugger,

slippe
guns
and s
the ac
but a
must
had b
the a
supp
fire f
for th
on bo
was l
with
man
for s
short
and
selec
sixty
one
kille
lant
men
“
until
after
both
infin
meri
min
circ
Lieu
ship
bine
duty
nev
calc
high
by
vidu
Ma
tim
ste
the

slipped her, and both commenced a joint attack, with a heavy fire of great guns and small arms, on our boat, which was returned by her six-pounder and small arms, until close alongside the lugger, which vessel, while in the act of being boarded, lowered her sails, declaring she had surrendered; but at this critical moment, perceiving that our boat had fresh way and must unavoidably shoot a-head, they cut the rope of the grapnel, which had been thrown on board them, again hoisted their sails, and re-commenced the action. The schooner having made sail to be off, on seeing, as she supposed, her consort surrender, on this hove-to, and renewed a heavy fire for her support, which was as briskly returned. The lugger then made for the schooner, and the people had just succeeded in getting out of her, on board the latter, when our boat also arrived alongside: not a moment was lost; Lieutenant Robertson and his intrepid crew entered *pell mell* along with them; and in a few minutes, with irresistible impetuosity, drove every man below. She proved to be the Danish privateer schooner *Eleanor*, fitted for sixteen guns, but having only one long 9-pounder (on a pivot), two short 18-pounders, and two swivels mounted, with a quantity of small-arms, and a complement of thirty-seven men, twenty-two of whom had been selected from the King's boats. She had always been accustomed to carry sixty-five men, is a fine vessel, and has been out five weeks, but made only one capture, a Swedish sloop in ballast. She sustained a loss of three men killed and four dangerously wounded: I am happy to say, this truly gallant exploit has been achieved without any loss on our part, except two men wounded—a seaman severely, and a marine dangerously.

“Convinced that a bare recital of the foregoing circumstances, of which, until the close of day, I was an admiring though distant spectator; and, after dark, heard and saw very distinctly, by the heavy fire kept up; will, both with the Admiral and Lords Commissioners of the Admiralty, have infinitely more weight, and enable them more correctly to appreciate the merits of the officers and men, than could be effected by any eulogium of mine, I shall abstain therefrom, and merely observe that, abstracting this circumstance, as also the degree of judgment and enterprise with which Lieutenant Robertson had a few days previous, when detached from this ship, in a boat, captured two of the enemy's armed vessels, which combined were infinitely superior to that which he had to oppose to them, my duty compels me to observe, that, since I have known the service, I have never met in it a young man more eminently gifted with every quality calculated to render him an ornament to his profession. He speaks in the highest terms of the firmness and intrepidity with which he was seconded by Messrs. Pole and Madden, James Black (coxswain), and every individual of the boat's crew. Mr. Pole has passed his examination; Mr. Madden, who was the first on the enemy's deck, has a few months of his time to serve; and James Black, to whose coolness and steadiness in steering and managing the boat in the various critical situations in which they were placed, Lieutenant Robertson, in a considerable degree, attri-

butes his success, has been upwards of thirty years in H. M. service, and is a most exemplary and meritorious character. I am, &c.

(Signed) "SAMUEL BUTCHER."

"P. S. Since writing the above, I have received from Lieutenant Robertson the enclosed memorial of his services, which I have to request you will be pleased to transmit to the commander-in-chief, for the purpose of being laid before the Lords Commissioners of the Admiralty. You will perceive it contains a series of zealous and gallant achievements, during an uninterrupted course of nearly fourteen years service, rarely equalled by so young an officer, his age not exceeding twenty-five. "S. B. *"

So convinced was the captain of the *Antelope*, and indeed every officer on the station, that the Admiralty would promote Lieutenant Robertson for these exploits, that subsequently, when employed with other officers of the ship in successful boat attacks, it was agreed upon by Captain Butcher and himself, that his name should not be mentioned in the reports, in order to give the others a better claim.

On the 6th of the following month, Lieutenant Robertson was removed into the *Vigo* 74, bearing the flag of Rear-Admiral (now Sir Graham) Moore, commander-in-chief on the Baltic station. On this occasion he received a certificate from Captain Butcher, of which the following is an extract :

"These are to certify, that Mr. James Robertson served as lieutenant in H. M. S. *Antelope*, under my command, from the 8th Feb. 1813 until the 6th Nov. 1813, at which time he was, at the request of Rear-Admiral Graham Moore, removed to the *Vigo*, to serve under his flag. The zeal, ability, and correctness of conduct manifested by him on every occasion, entitles him to the highest praise it is in my power to bestow, and have deeply impressed on my mind his pre-eminent merits as an officer."

In Dec. 1813, the *Vigo* returned home, and was paid off in consequence of being found defective. Lieutenant Robertson, instead of *promotion*, then had the honor of receiving the *thanks* of the Admiralty, for his conduct in the Baltic, and an order to proceed to the Lakes of Canada; "their lordships selecting for that arduous service, officers who had had opportunities of distinguishing themselves." On his arrival

* The above letter is in every particular correct, save that Lieutenant Robertson himself proposed the plan to Captain Butcher.

at Kingston, Lake Ontario, in the summer of 1814, he was appointed by Sir James Lucas Yeo to the Montreal, commanded by his gallant relative the late Captain George Downie; and we shortly afterwards find him employed in watching the movements of the American squadron in Sackett's harbour, where, on the night of their sailing from thence to blockade Kingston, he had the good fortune, with only two gigs, to capture two loaded transport vessels in the midst of the enemy; and succeeded in carrying them off undiscovered. He subsequently accompanied Captain Downie to Lake Champlain, and there bore a distinguished part in the gallantly fought, though disastrous, battle off Plattsburg, Sept. 11th, 1814*. When tried by a court-martial for his conduct on that occasion, he read the following

“NARRATIVE of the proceedings of *H. M. late ship CONFIANCE*, and of the squadron on LAKE CHAMPLAIN, from the 3d to the 11th September, 1814, both days inclusive.

“On the 3d Sept. 1814, Captain George Downie took command of *H. M. late ship Confiance*, and of the naval establishment on Lake Champlain; and I the same day joined as senior lieutenant.

“The *Confiance* had been launched eight days previous, and was then alongside a wharf, with top-gallant-masts an end, courses bent, and the major part of her guns in; but a very considerable part of the artificers' work behind hand, and manned by drafts from *H. M. ships Warspite, Ajax, Ceylon, Leopard*, and several others, (also a few from transports,) all of whom arrived at *l'Isle-aux-Noirs* the day previous to the *Confiance* being launched, with the exception of a few of the *Ceylon's* who arrived a short time before, and some who had been previously on the establishment.

“On the 4th, the seamen were employed in stowing ballast and provisions, and variously about the rigging; the artificers fitting magazines, catheads, tillers, bitts, carronade chocks, hammock nettings, driving in bolts, making top-gallant and royal-yards, gaff, spanker-boom, &c. &c. &c. On the 5th, artificers employed as before, seamen reeving running rigging, coiling away cables and hawsers, getting the rest of the guns on board, their carriages having just arrived, as well as some more long carriages in which we mounted the guns previously put into short carriages; but neither beds nor coins arrived with them.

* See Suppl. Part IV. pp. 95—102, and make the following corrections: p. 95, line 11 from the bottom, *for first read just; and p. 100, line 10, for John read James.*

“ On the 6th, Lieutenant Duell arrived with fifty-five petty-officers, seamen, and marines, from H. M. ships at Quebec. Employed hending the top-sails, getting the stores on board, and shifting the crew into the ship. At sun-set, the fore magazine being finished, got part of the powder on board, and prepared to quit the wharf. The joiners were employed during the night in fitting the after magazine.

“ On the 7th, at daylight, hauled off from the wharf, and by dint of towing, warping, and sweeping during the whole day, against wind and current, we anchored late in the evening a little below the frontier, in company with H. M. brig *Linnet*. Whilst warping up, the rest of the powder was got into a boat and towed astern, till the after magazine was finished in the evening.

“ On the 8th, we weighed in company with the *Linnet*, and by sailing, towing, sweeping, and warping, we got up to Chagy, where we anchored in the afternoon, and were joined by H. M. cutters *Chubb* and *Finch*, and the gun-boats. Quartered the ship's company, and cleared the decks. Artificers employed in fitting chocks, beds, and coins for the guns; the magazine passages, &c. &c.

“ On the 9th, we remained at anchor the whole day, employed in setting up the rigging, scraping the decks, manning and arranging the gun-boats, and exercising great guns. Artificers employed as yesterday. Armourers at the forge all day, fitting carronade locks to the long guns. After dark, we received a subaltern officer and ten men of the 39th regiment, and a serjeant and ten men of the royal marine artillery, to complete the complement.

“ On the 10th, at daylight, weighed and commenced warping up the Lake. At seven, the breeze freshening, we made sail and attempted to work to windward; but the ship being flat-built and drawing but eight feet water, the channel narrow, and the wind blowing hard directly a-head, obliged us to anchor at eleven A. M. having made little or no progress. Employed in the afternoon clearing the decks and preparing for action, exercising great guns, shortening the breechings fore-and-aft, &c. &c. Artificers making shot-lockers, altering beds and coins, and driving in be-laying pins. Armourers at the forge fitting the gun-locks.

“ On the 11th, the wind having shifted during the night, and now blowing a smart breeze up the Lake, we weighed before daylight, squadron in company, and ran up with the top-sails on the cap. Shortly after daylight, the guns were scaled, as Captain Downie said, to give intimation of our approach to the British army. They were then double-shotted, springs got on both bowers, and the stream-cable was led through the stern-port and bent to the sheet-anchor. Captain Downie then called all the commanding officers of the squadron on board the *Confiance*, and gave them particular directions as to what object they were to direct the fire of their respective vessels against in the action, ‘to prevent as much as possible,’ he added, ‘the necessity of making signals.’

“ Having approached within a league of Cumberland Head, the enemy's

mast-heads were seen over the land. The squadron then hove-to, and Captain Downie, accompanied by the master, went in his gig to reconnoitre the enemy's position. At the expiration of half an hour, the boat having returned, the signal was immediately made to 'bear up and sail large;' the top-sails of the *Confiance* were hoisted, and top-gallant-sails set: under this sail, with the jib and spanker, she went into action; hauling close round Cumberland Head, on the larboard tack.

"The *Linnet*, supported by the *Chubb*, was directed to attack the enemy's brig, the *Eagle* (the van and weathermost of his line); the *Confiance* was to keep her wind until on the bow of the *Eagle*, then put her helm a-starboard, and, when 'yard-arm and yard-arm,' fire the starboard guns into her, which had been previously loaded with canister, in addition to the two round-shot. When clear of the *Eagle*'s stern, the *Confiance*'s helm was to be put a-port; and when athwart the bows of the *Saratoga* (the senior officer's ship and second in the line), to anchor, first by the stern, and then with one or both bowers. Our gun-boats were directed to pull up with the greatest expedition, *fire once*, then board the *Ticonderago* schooner (the third in the enemy's line); and the *Fiach* was ordered to support the gun-boats, or carry the *Preble* cutter, the rear vessel of the American line.

"The *Confiance* being in advance of the rest of the squadron, the whole of the enemy's line, including his gun-boats, commenced firing on her when within gun-shot, by which she sustained, with other considerable damage, the loss of her sheet-anchor. The wind heading and then dying away, we were compelled to anchor rather before the beam of the *Saratoga*, at the distance of nearly half a mile. The small-bower cable and spring being shot away the moment the anchor was 'let go,' the best-bower was immediately dropped, the spring on which suffered the same fate.

"The action then commenced on our part, the foremost guns bearing only on the *Eagle*, the midship and after guns on the *Saratoga*. The *Linnet* soon after took her station before the beam of the *Eagle*, and the *Chubb* having never anchored, passed a-stern of the *Linnet*, and dropping between the *Confiance* and the *Eagle*, and then between that ship and the *Saratoga*, with her colours struck, prevented the *Confiance* for some time from firing on the enemy whilst she drifted slowly within the line of fire. At the time the *Confiance* anchored, our gun-boats were at a considerable distance from the enemy's line, and pulling up slowly, apparently in confusion, commenced rather a distant fire on the *Ticonderago*, with the exception of two or three which gallantly and unsupported advanced nearly within musket-shot of their object, but were soon compelled to retire. The *Finch*, ordered in support of the gun-boats, edging too far to leeward, grounded on a shoal out of the line of fire, and consequently was of no further service in maintaining the action than having in her advance, in conjunction with the gun-boats, hastily forced the *Preble* to cut and retire in

shore with her colours struck, where she afterwards rehoisted them. Captain Downie, with many of the best men of the *Confiance*, having most unfortunately fallen early in the action, the remaining part, with some exceptions, required the utmost exertion on the part of the surviving officers, to encourage and induce them to withstand the effect of so destructive a fire. About the middle of the action, the *Eagle* was compelled to cut, when she made sail, with an evident intention of quitting the action altogether; but passing close inside the *Saratoga*, and being hailed by her, she again anchored between that ship and the *Ticonderago*. In this new position she kept up a destructive fire on the *Confiance*, without now being exposed to a shot from that ship or the *Linnet*. The fire of the *Saratoga*, about the same time, was silenced, and an attempt was made to get her larboard guns to bear on the *Confiance*, by cutting her bower-cable and swinging to the spring; but this evolution was never completely executed.

“The *Confiance* having now only four guns fit for service on the side opposed to the enemy, and they being lumbered by wreck, it became absolutely necessary to attempt to get the starboard guns to bear; this could not be expected to be easily executed, as the surviving crew now evinced an evident disposition to discontinue the action, and the anchor we were riding by being the only one left to us. A spring was notwithstanding got on the cable; the crew, by dint of entreaty, were induced to haul on the spring, and veer the cable, until the object was nearly accomplished; but the spring being only from the quarter, it then became necessary to get a bridle on it from the stern port: this was done; Lieutenant Creswick having with his own hands bent it, assisted by the other officers: but such a panic had now seized the surviving crew, that encouragement no longer availed, and not a man could be induced to haul on the bridle, which would have effectually brought the whole of the starboard guns to bear on the *Saratoga*, one fire of which (each gun being loaded with canister, in addition to a double shot) must inevitably have sent her to the bottom, or compelled her to strike: this we had a right to expect, as she did not fire a gun for at least fifteen minutes previous to the colours of the *Confiance* being struck. The attention of the *Ticonderago* having been but for a short time called to our gun-boats, gave her an opportunity nearly during the whole of the action, of keeping up a steady, deliberate, and latterly a raking fire, on the *Confiance*, while the new position of the *Eagle* gave her the same advantages. The enemy’s gun-boats, which appeared at the commencement of the action extremely shy, taking advantage of the perilous situation of the *Confiance*, and the extraordinary conduct of the principal part of our own boats, had now an ample opportunity, without risk to themselves, of complying with the written orders issued by Captain Macdonough prior to the action, *viz.* ‘that the fire of his whole force should be concentrated on the *Confiance*, to insure her capture or destruction.’

"When the crew of the *Confiance* would no longer continue the action, they alleged as their reasons, the fate of our two cutters, the conduct of our gun-boats, and the fire of the whole of the enemy's force having been directed to them during the greater part of the action; and also the apparent inactivity of the land forces. The dreadful carnage on board, and the shattered and sinking state of the ship, conspired to depress their spirits to that pitch, as to render every effort on the part of the surviving officers unavailing, in attempting to force them to continue the action. In this situation, making no further resistance, the numerous and unfortunate wounded below in extreme danger of drowning, the water being above the gun-room deck, humanity, and the now hopeless state of the action, dictated to myself and to the surviving officers the propriety of giving the painful orders to strike the colours. A considerable time elapsed before the enemy was in a condition to take possession of the *Confiance*, during which time every effort was made to keep her from sinking, by pumping and bailing at the hatchways, for the preservation of the wounded, it being necessary to elevate their heads to prevent them drowning.

"The *Chubb* not having anchored, and consequently her early fall;—the *Finch* having grounded in such a situation, as not to be able to render any service in maintaining the action;—our gun-boats not having accomplished what they were equal to, and ordered to perform, by which means the *Ticonderago* was left at liberty to keep up a destructive fire on the *Confiance* during the greater part of the action;—the disorganised state of the crew of the *Confiance*, in consequence of their being called into action before there was sufficient time to train them to the guns, and to acquire a necessary knowledge of each other, and of their officers;—the number of guns disabled in the *Confiance*, in consequence of the bolts drawing, and otherwise, together with the judicious plan adopted by the enemy, of concentrating the fire of his whole force on the *Confiance*, must have operated in elevating the spirits of our opponents, while it could not fail in depressing those of so new a ship's company. But notwithstanding all these disadvantages, and that the *Confiance* (assisted by the *Linnet* only) bore the whole brunt of the action, it was most decidedly in our favor until after the *Eagle* took up her new station, and until the moment the *Confiance* failed in the attempt to wind, for the reasons which have been already mentioned.

(Signed)

"JAMES ROBERTSON."

The conduct of Captain Macdonough to his prisoners was the extreme of delicacy and attention; not even permitting the American colours to be hoisted over the English in the prizes. He allowed Captain Daniel Pring, the senior surviving British officer, to proceed to England on parole; and he permitted Lieutenant Robertson to return to Canada, for the purpose of settling the affairs of the much-lamented Cap-

tain Downie, agreeably to directions he had himself left on that head. The following correspondence (under a flag of truce) subsequently took place between the generous American and the subject of this memoir :

“ *U. S. ship Saratoga, at Plattsburgh, Sept 21st, 1814.*

“ Dear Sir,—When you left the Saratoga, I was under an impression that the sword of my friend Captain Lawrence, who fell on board the frigate Chesapeake, had been given up to his friends who took charge of his effects; my having been informed of the contrary, and that Captain Lawrence’s sword was retained by Captain Broke, I beg the same thing may be observed with the sword of Captain Downie, and that it may be delivered to the officer who will deliver this request. I beg, my dear Sir, this may be considered as a point of etiquette, and in no way reflecting on your late commander’s memory. I am, dear Sir, with respect and esteem, your obedient servant,

(Signed)

“ T. MACDONOUGH.”

“ *To Lieutenant James Robertson, R. N.*”

“ *Montreal, 25th September, 1814.*

“ Dear Sir,—In reply to your letter of the 21st instant, which I did not receive until this morning, requesting that the sword of the late Captain Downie should be delivered to you, as a point of etiquette, and quoting as a precedent the instance of Captain Broke having retained the sword of your late friend Captain Lawrence, I have the honor to observe, that Captain Lawrence *lived to see his ship surrender to the British flag*, consequently Captain Broke had an undoubted right to have the emblem of Captain Lawrence’s services presented to him; but as Captain Downie fell early in the late action, and the command of the *Confiance* then devolved on me, I conceive, that though you have an unquestionable title to my sword, who am alone the only officer responsible for her surrender, it is a duty I owe to the memory and friends of my ever to be lamented commander, *never to acknowledge the propriety of his sword being delivered to you as a point of etiquette.* Should you, my dear Sir, still think that this is a case in point with the one you mention, I am ready to deliver the sword of the deceased; but cannot consider the transfer in any other point of view than that of *private property* taken in the *Confiance*, and in no manner emblematic of the surrender of the late Captain Downie to the arms of the United States. I have the honor to be, dear Sir, with much regard, your most obedient servant,

(Signed)

“ JAMES ROBERTSON.”

“ *To Captain Macdonough, commanding the U. S. squadron,
Lake Champlain.*”

It is proper to mention, that previous to this, Captain Mac-

left on
flag of
Ameri-

1814.
pression
board the
charge of
Captain
ne thing
t may be
dear Sir,
ecting on
esteem,
gan."

1814.
did not
Captain
quoting
sword of
ve, that
g, con-
blem of
Downie
hen de-
e title to
nder, it
ed com-
delivered
nk that
ver the
r point
in no
to the
much
ON."

Mac-

donough had very politely, and with a complimentary speech, returned Lieutenant Robertson his own sword. At an interview which took place between them, on the return of the latter to the United States, he very handsomely agreed to waive his claim to Captain Downie's sword, for the reasons pointed out in the lieutenant's letter.

Mr. Robertson appears to have been detained in America until the conclusion of the war, and did not return to England until the summer of 1815. On the 20th Aug. he was tried by a court-martial, and *most honorably acquitted* of all blame on account of the loss of the *Confiance*; and on the following day, a commission was signed at the Admiralty, promoting him to the rank of commander. He then returned to his friends, after an uninterrupted service of nearly fifteen years; but was not long before he became a candidate for further employment: his repeated endeavours, however, have been uniformly unsuccessful. In June, 1820, he received the following letter from Admiral Sir Alexander I. Cochrane:

"Dear Sir,—I have perused the accompanying papers, which have brought to my recollection many of the instances you quote, particularly the services you performed in the *Hazard's* boats and at the time Captain Cameron was killed, when the French frigates were destroyed at *P'Ance le Barque*. If I could consistently make application to the Admiralty in your favor, to procure you employment, I would feel much pleasure in doing so; but my applications on various occasions have been so numerous as to preclude me from making any more. I am confident it is the wish of Lord Melville to reward merit, and as your services give you a just claim, you cannot do better than state them in a letter to his lordship. Wishing you every success, I am, dear Sir, &c.

(Signed)

"ALEX. INGLIS COCHRANE."

This gallant officer married, in June, 1824, the only daughter of the late William Walker, of Gilgarren, near Whitehaven, co. Cumberland, Esq. on which occasion he obtained H. M. permission to assume the name of Walker, in addition to that of Robertson. His wife's brother, William Walker, Esq. lost his life on the 1st June, 1819, under the following circumstances. He had embarked with his sister on board an English schooner, bound to Italy; after travelling in which country, he intended to escort her to other parts of the

continent. Having arrived off Cadiz in the night time, the schooner fell in with a Spanish frigate, which ran her on board, notwithstanding that satisfactory answers had been given to all the questions put by an officer previously sent to examine her. While thus entangled, the frigate most disgracefully fired a great gun, and Mr. Walker, being near the muzzle, was shattered to pieces, the explosion also wounding one of his servants and a seaman. A kind of enquiry was subsequently instituted into the conduct of the Spanish captain; but our Government, particularly Lord Castlereagh, was much blamed, and very deservedly so, for their truckling conduct in this most lamentable affair. Mr. Walker was a man of transcendent abilities; his genius might be said to have been universal; but he was not a supporter of the then existing ministry.

JOSEPH NEILL, Esq.

OBTAINED a lieutenant's commission in Nov. 1806; and served during the last two years of the French war in the Gloucester 74, Captain Robert Williams, on the Baltic station. In 1814, he went in the same ship to the Leeward Islands and Quebec. On the 26th Aug. 1815, he was promoted to the rank of commander.

ROBERT SKIPSEY, Esq.

WAS made a lieutenant in Nov. 1790; and commander on the 28th Aug. 1815.

CHARLES HENRY CROOKE, Esq.

WAS badly wounded in four places, while acting as lieutenant, and commanding the boats of the Circe frigate, Captain (now Sir Francis A.) Collier, in an unsuccessful attack upon the French national brig Cygne, near St. Pierre, Mar-

tiniqu
Jan. 9
sident
Warre
on the

Th
Hatto
Lady
first
and e
ship
Stuar
to ser
3d, 1
the
by C
squa
Flus
two
tide)
the
quer
T
miss
a fe
ter

tinique, Dec 12th, 1808 *. His first commission bears date Jan. 9th, 1809; after which we find him serving in the President frigate, successively commanded by Captains Samuel Warren and Francis Mason. He obtained his present rank on the 30th Aug. 1815; and a pension of £150 per annum, on account of his wounds, Feb. 16th, 1816.

HENRY JOHN HATTON, Esq.

A Gentleman Usher of His Majesty's Privy Chamber.

THIS officer was the second and youngest son of George Hatton, Esq. formerly M. P. for Lisburne, co. Antrim, by Lady Isabella R. Seymour Conway, sixth daughter of Francis, first Marquis of Hertford. He was born at Dublin in 1790; and entered the royal navy towards the close of 1803, as midshipman on board the Crescent 36, Captain Lord William Stuart, whom he followed into the Lavinia 38, and continued to serve under till advanced to the rank of lieutenant, Nov. 3d, 1809. During the remainder of the war, we find him in the Iris frigate, commanded, for the last three years thereof, by Captain Hood Hanway Christian. The Lavinia led the squadron which forced the passage between the batteries of Flushing and Cadsand, exposed to the enemy's fire during two hours (owing to the lightness of the wind and an adverse tide), Aug. 11th, 1809. The Iris was actively employed on the north coast of Spain in 1811 and 1812 †; and subsequently captured three American letters of marque.

The subject of this article obtained a commander's commission on the 30th Aug. 1815; and married, in Sept. 1831, a few months only before his death, Josephine Louise, daughter of the late Mons. Lavoley, of Rouen, in Normandy.

* See Suppl. Part I. p. 420 *et seq.*
 † See Vol. II. Part II. pp. 521—527.

CHARLES DU CANE, Esq.

SERVED as master's-mate on board the Mercury 28, Captain (now Sir James A.) Gordon; and was employed in her boats at the capture of seven Spanish tartans, under the batteries of Rota, April 4th, 1808*. He passed his examination in July 1809; obtained the rank of lieutenant in Dec. following, on which occasion, we believe, he was appointed to the Egeria sloop, Captain Lewis Hole; and subsequently served under Captains Joseph Bingham and Richard Raggett, in the Egmont and Spencer 74's. He was advanced to his present rank on the 30th Aug. 1815; and has since been employed as inspecting commander of the coast-guard, viz. at Harwich, in 1824; and at Ryde, Isle of Wight, in 1825.

This officer married, in 1823, Frances, second daughter of the Rev. C. Prideaux Brune, of Prideaux Place, co. Cornwall.

PATRICK DUFF HENRY HAY, Esq.

WAS made a lieutenant on the 31st July, 1812; appointed to the Ramillies 74, Captain (now Sir Thomas M.) Hardy, Oct. 3d following; and advanced to the rank of commander Aug. 31st, 1815. He commissioned the Redpole sloop in Nov. 1820; and was removed from that vessel to the Medina, on the Mediterranean station, Dec. 13th, 1821.

WILLIAM ROBERT DAWKINS, Esq.

WAS made a lieutenant on the 2d July, 1810; promoted to the rank of commander on the 1st September, 1815; and appointed to the Helicon sloop, fitting out for the West India station, May 18th, 1821. He died September 1st 1824.

* See Vol. II. Part II. p. 802.

Th
friga
India
Sept
in I
date
View
cipal
adva
from
limit
the t
latter
India
and
very
Blac

Sr
Sir J
India
lieut
friga
the r
Med
F. C
Sept

Is
pass

ALEXANDER M'KONOCHE, Esq.*Secretary to the London Geological Society.*

THIS officer served as midshipman on board the *Ethalion* frigate, Captain (now Sir Thomas J.) Cochrane, on the West India station; obtained the rank of lieutenant on the 15th Sept. 1809; and was a prisoner of war at Verdun, in Dec. 1813. His commission as commander bears date Sept. 8th, 1815. He is the author of "A Summary View of the Statistics and existing Commerce of the principal Shores of the Pacific Ocean; with a sketch of the advantages, political and commercial, which would result from the establishment of a central free port within its limits; and also of one in the Southern Atlantic, viz., within the territory of the Cape of Good Hope, conferring on this latter, in particular, the same privilege of direct trade with India and the Northern Atlantic, bestowed lately on Malta and Gibraltar." 8vo. published in 1818. A review of this very interesting and entertaining production appeared in *Blackwood's Edinburgh Magazine*, III. 695 *et seq.*

CHARLES LECHMERE, Esq.

SERVED as midshipman under Captain John Cramer (now Sir Josiah Coghill), in the *Concorde* frigate, on the East India station; passed his examination, and was made a lieutenant, in Dec. 1807; served as such in the *Lively* frigate, Captain George M'Kinley; *San Josef 114*, bearing the flag of Sir Charles Cotton, commander-in-chief on the Mediterranean station; and *Cyrus 20*, Captain William F. Carroll; obtained the rank of commander on the 18th Sept. 1815; and died previous to July 1823.

HENRY BENJAMIN WYATT, Esq.

Is a son of Mr. Wyatt, the celebrated architect. He passed his examination in June, 1809; and, at the inter-

cession of a royal princess, was promoted to the rank of lieutenant, by commission dated July 3d, 1809, appointing him to the Magnet sloop, Captain John Smith (*a*), then about to join the Walcheren expedition. He afterwards served in the Ruby 64, Captain Robert Williams; and Cumberland 74, Captain (now Sir Thomas) Baker. His promotion to the rank of commander took place Sept. 18th, 1815.

GEORGE BIGNELL, Esq.

Son of John Bignell, Esq. now thirty-nine years a purser in the royal navy.

This officer's first commission bears date Sept. 10th, 1801. He was severely wounded, and obliged to surrender to the Americans, while commanding the Hunter brig, under the orders of Captain Robert Heriott Barclay, on Lake Erie, Sept. 10th, 1813*. He obtained his present rank on the 19th*, Sept. 1815; and about the same period, a pension for wounds, of £150 per annum.

NEWDIGATE POYNTZ, Esq.

Was made a lieutenant in Sept. 1807; and commander on the 19th Sept. 1815.

WILLIAM BOURCHIER, Esq.

Was made a lieutenant in February 1810; and afterwards employed in the Gibraltar flotilla, under the orders of Commodore Penrose. He subsequently commanded the Newash schooner, on Lake Huron; where he remained until the breaking up of the naval establishment in Canada, in 1817. His commission as commander bears date Sept. 19th, 1815.

This officer married, April 8th, 1821, Emma, second daughter of John Mills Jackson, of Downton, co. Wilts, Esq.

* See Vol. III. Part I. pp. 189 and 191.

MICHAEL MATTHEWS, Esq.

SON of Mr. F. Matthews, formerly in the ordnance department, at Portsmouth.

This officer obtained the rank of lieutenant on the 15th Oct. 1806 ; and subsequently served under Captains Charles Ekins and Joseph Prior, in the Defence and Minden, 74's, on the Baltic and East India stations. He was made a commander, into the Hesper sloop, Sept. 20th, 1815.

HON. ARTHUR RICHARD TURNOUR.

SECOND son of Edward second Earl of Winterton, by Jane, daughter of Richard Chapman, Esq. of London. This officer was born on the 14th Jan. 1737 ; made a lieutenant in Aug. 1807 ; and advanced to the rank of commander Sept. 20th, 1815.

THOMAS FERRIS, Esq.

WAS made a lieutenant into the Centaur 74, bearing the flag of Sir Samuel Hood, Oct. 19th, 1807. He subsequently served under Captains Pulteney Malcolm, Sir Michael Seymour, and Joseph James, in the Donegal 74, Hannibal 74, and Tanais frigate ; obtained his present rank on the 20th Sept. 1815 ; and was appointed an inspecting-commander on the coast-guard service, July 6th, 1830.

EDWARD FORLOW SCOTT, Esq.

WAS made a lieutenant on the 16th March, 1808 ; and commander Sept. 20th, 1815.

WILLIAM GILBERT ROBERTS, Esq.

YOUNGEST son of William Roberts, Esq. late a captain in

the 2d, or Queen's, regiment of dragoon guards, by Sarah Gawen, of Salisbury, whose family, for many generations, possessed considerable estates in Wiltshire. His paternal ancestors were related to the former Earls of Radnor, and long settled in Yorkshire, from whence his grandfather emigrated to Poland, where he formed a noble alliance, and had several children*.

This officer was born at Salisbury, co. Wilts, July 21st, 1791. He entered the royal navy early in 1804; and served the whole of his time as midshipman in the *Terrible* 74, Captain Lord Henry Paulet, on the Channel, West India, and Mediterranean stations. On the 19th Aug. 1806, while pursuing a French squadron under Mons. Villamez, that ship was totally dismasted in a hurricane, which continued with unabated violence for thirty-six hours †.

A few days after he had passed his examination, Mr. Roberts received, through the interest of Lord Henry Paulet, an appointment from Lord Collingwood, to act as lieutenant of the *Terrible*; which was confirmed by the Admiralty on the 3d March, 1810. His next appointment was, about May 1811, to the *Dreadnought* 98, Captain Samuel Hood Linzee, then preparing to sail for the Baltic; from whence she departed in November following, in company with the ill-fated *St. George*, *Defence*, and *Hero*. On her return home, after encountering much severe weather, she was found unfit for further service, and ordered to be paid off at Plymouth.

Lieutenant Roberts afterwards served under Captains William Isaac Scott and George Bell, in the *Freya* troopship and *Medusa* frigate, the former employed in taking out reinforcements to the army in the peninsula, and bringing to England French prisoners for the different depôts; the latter as a cruiser on the North coast of Spain.

In December 1813, lieutenant Roberts was recommended by his warm and constant friend Lord Henry Paulet, then at the Board of Admiralty, to Sir Alexander Cochrane, who

* See Suppl. Part IV. notes * and † at p. 23.

† See Suppl. Part II. p. 382 *et seq.*

had just obtained the chief command on the North American station. On the 30th of the same month, he was appointed to that officer's flag-ship, the *Asia 74*; and we subsequently find him following the vice-admiral into the *Tonnant 80*. During the operations against Washington and Baltimore, he was actively employed in boats and on shore; and he appears to have been severely wounded in the head, while commanding the barge of the latter ship, under the orders of Captain Nicholas Lockyer, at the capture of five heavy gun-vessels on Lac Borgne, Dec. 14th, 1814*.

After the failure of the expedition against New Orleans, Lieutenant Roberts commanded a detachment of boats employed in watching Fort Boyer, for the purpose of preventing the American garrison from escaping to, or having any communication with, the town of Mobile.

On the 11th Feb. 1815, at the close of the day, a furious tornado suddenly convulsed the Mobile-river in a most extraordinary manner, and hurried its stream, with almost overwhelming velocity, into the ocean. Lieutenant Roberts, then in the *Tonnant's* launch, lying at a grapnel off the recently surrendered fort, instantly used every exertion to dismount the boat's carronade, and to prepare her to withstand the violence of the storm; but such was its suddenness and impetuosity, that, before he could effect his object, the grapnel rope parted, and he was blown, in a nearly water-logged state, out to sea; every returning wave making the fate of himself and his companions, (24 in number,) apparently the more inevitable. Providentially, however, although in the gloom of night, the *Meteor* bomb, Captain Samuel Roberts, was discovered at anchor, and in such a truly fortunate direction that the boat drove near to, and by means of ropes thrown to her, was hauled alongside, scarcely a minute before she went down, in nine fathoms water, taking with her every article both of public and private property.

For his exemplary conduct on the above occasions, Sir Alexander Cochrane was pleased to appoint Lieutenant

* See Suppl. Part IV. pp. 5 and 7.

Roberts acting commander of the *Sophie* sloop; the Committee of the Patriotic Fund presented him with £50 for the purchase of a sword; and, as a *finale*, the Board of Admiralty signed a commission, promoting him to his present rank, Sept. 20th, 1815. In the following year, he volunteered his services in the expedition against Algiers; but this, like every subsequent effort on his part to obtain further employment, proved abortive. In Sept. 1818, and June 1825, he received letters from Admiral Sir Alexander I. Cochrane, of which the following are copies:

“Dear Sir,—My absence in the Highlands has prevented me from replying to your letter of the 22d ultimo sooner, and I feel a sincere regret that I cannot aid you in your views to obtain a ship. I really have little or no interest with the Admiralty; and I am at a loss how to obtain an appointment for my son, to place him in the way of promotion. Your pretensions are good; and I recommend your applying to Lord Melville, who often acts from the impulse of the moment, and may lend a favorable ear to officers of merit. Wishing you every success, I remain, &c.

(Signed) “ALEX. I. COCHRANE.”

“In reply to your letter of the 19th, I have much satisfaction in bearing testimony to the zeal and ability you displayed, while under my command upon the coast of America. In the various services carried on during the last years of the American war, I was particularly fortunate in being so well supported by the officers serving under me, and by none more than yourself. As those services were officially made known to the Admiralty, I should hope that they will be considered in any application you may make for employment; which I sincerely hope you may obtain. I am, dear sir, your most faithful and obedient humble servant,

(Signed) “ALEX. I. COCHRANE.”

Commander W. G. Roberts married, Feb. 5th, 1823, Sophia Frances, youngest daughter of the late William Wyndham, of Dinton, co. Wilts, Esq. whose descent may be traced from the same source as that of the Earls of Egremont.

WILLIAM MONILAWS, Esq.

Was made a lieutenant in Feb. 1812; and commander on the 20th Sept. 1815.

GEORGE TUPMAN, Esq.

OBTAINED a lieutenant's commission on the 19th Mar. 1805; commanded the boats of the *Meleager* frigate, Captain John Broughton, at the capture of *le Renard*, French privateer, mounting one long six-pounder, with a complement of 47 men, off *St. Iago de Cuba*, Feb. 8th, 1808; and subsequently served under Captains *Lucius Curtis* and the Hon. *T. B. Capel*, in the *Magicienne* frigate and *la Hogue 74*. He was acting commander of the *Chanticleer* sloop, at the reduction of *Guadaloupe*, by the forces under *Sir James Leith* and *Sir Philip C. Durham*, in Aug. 1815; and advanced to his present rank on the 9th Oct. following.

SAMUEL WRIFORD, Esq.

WAS a midshipman on board the *Cæsar 80*, Captain *Sir Richard J. Strachan*, at the capture of four French line-of-battle ships, under *Mons. Dumanoir le Pelley*, Nov. 4th, 1805. He obtained the rank of lieutenant on the 22d of the same month; served as such in the *Venerable 74*, Captain *Sir Home Popham*, during the *Walcheren* expedition; and, subsequently, as first of the *Pembroke 74*, Captain *James Brisbane*, on the *Channel* and *Mediterranean* stations. The manner in which the latter ship was employed will be seen by reference to *Vol. II. Part I. p. 409 et seq.*

This officer was advanced to his present rank on the 10th Oct. 1815. He married in June, 1822, *Mary*, second daughter of the late *Mr. Peter Goodman Glubb*, of *Liskeard*, co. *Cornwall*.

MARK WHITE, Esq.

PASSED his examination in Oct. 1809; obtained a lieutenant's commission on the 13th Aug. 1810; served during the remainder of the war in the *Berwick 74*, latterly commanded by *Captain Edward Brace*, on the *Mediterranean* station; and was promoted to his present rank Oct. 10th, 1815.

CHARLES RICH, Esq.

A SON of the late Admiral Sir Thomas Rich, and brother to Captain George Frederick Rich, R. N.

This officer served as midshipman under Commodore (now Sir Edward W. C. R.) Owen; passed his examination in May 1810; obtained a lieutenant's commission on the 28th of the following month; and was advanced to his present rank Jan. 27th, 1816.

WILLIAM WOODLEY, Esq.

PASSED his examination in Mar. 1812; obtained his first commission on the 25th June following; and was promoted to his present rank, after serving on board the Royal Charlotte yacht, in attendance on the Princess Charlotte of Wales, at Weymouth, Mar. 11th, 1816.

GEORGE DOMETT, Esq.

NEPHEW to the late Admiral Sir William Donnett, G. C. B.

This officer was made a lieutenant and appointed to the Scipion 74, Captain (now Sir Henry) Heathcote, in April, 1812; appointed to the Nymphé frigate, Captain Farmery P. Epworth, June 11th following; and promoted to the command of the Peacock sloop, June 7th, 1814. We subsequently find him in the Briseis sloop, on the Jamaica station.

WILLIAM ROBERTS (a), Esq.

WAS made a lieutenant on the 12th July, 1810; and promoted to the rank of commander Aug. 5th, 1816.

PHILIP THICKNESSE HORN, Esq.

WAS wounded while serving as master's-mate of the Amazon frigate, Captain Edward Riou, at the battle of Copen-

hagen, April 2d, 1801. He obtained his first commission on the 7th Oct. 1805; and, after successively serving as senior lieutenant of the *Indus* 74, Captain William Hall Gage; *Boyne* 98, Captain Frederick L. Maitland; *Vengeur* 74, Captains Tristrain R. Ricketts, and Thomas Alexander; and *Superb* 74, Captain Charles Ekins, in which ship he received a severe wound at the battle of Algiers, was promoted to the rank of commander, Sept. 16th, 1816.

JOSEPH BENJAMIN HOWELL, Esq.

OBTAINED a lieutenant's commission on the 22d Jan. 1806; served as first of the *Minden* 74, Captain William Paterson, at the battle of Algiers; and was promoted to his present rank, Sept. 16th, 1816. He married, Oct. 1st, 1823, *Patience*, youngest daughter of the Rev. William George, M. A. vicar of North Petherton, co. Somerset.

THOMAS REVANS, Esq.

Is of a Suffolk family, and the youngest of six brothers, four of whom devoted themselves to the service of their country, on the breaking out of the French revolutionary war. He was born at Lympington, co. Hants, in Oct. 1781, and entered into the royal navy in Dec. 1792. After serving on board the *Lizard* 28, *Sheerness* 44, and *Hannibal* 74, he was wrecked in *la Déterminée* troop-ship, Captain Alexander Becher, Mar. 26th, 1803*. We afterwards find him in the *Dreadnought* 98, and *Ville de Paris* 110, the latter ship bearing the flag of the veteran Cornwallis, commander-in-chief of the Channel fleet. His first commission, appointing him lieutenant of the *Hibernia* 120, flag-ship of Earl St. Vincent, bears date Aug. 4th, 1806. He subsequently served in the *Revolutionnaire* and *Minerva* frigates; as senior lieutenant of

* See Vol. II. Part. II. p. 584 *et seq.*

l'Impetueux 76, successively commanded by Captains John Lawford and David Milne; and of the *Dublin, Venerable*, and *Bulwark, 74's*, under the latter officer. On the occasion of *la Déterminée's* destruction, he was one of five persons who remained on the wreck to the latest moment, with their captain.

Mr. Revans's next appointment was to be flag-lieutenant to Rear-Admiral Milne, in which capacity he bore a part at the memorable battle of Algiers. His promotion to the rank of commander took place on the 16th Sept. 1816. He is married, but has no issue. One of his brothers lost an arm in the naval service, and died at St. Domingo, in 1797.

THOMAS SANDERS, Esq.

SERVED as midshipman under Captain (afterwards Rear-Admiral) Percy Fraser in *la Nymphe* frigate; and lost two of his fingers by the breaking of her spanker-boom, on which he happened to be standing while a smuggling vessel was endeavouring to effect her escape to leeward. He obtained his first commission on the 19th Sept. 1806; served in the *Raleigh* sloop, Captain George Sayer (*b*), during the *Walcheren* expedition; afterwards in the *Egmont 74*, Captain Joseph Bingham; lastly, as senior lieutenant of the *Leander 50*, Captain Edward Chetham, C. B. at the battle of Algiers; and was promoted to his present rank, Sept. 16th, 1816.

JOHN PARSON, Esq.

WAS made a lieutenant on the 1st Nov. 1807. During the latter part of the late French war, he served under Captain Sir E. T. Troubridge, in the *Armide* frigate. He was senior lieutenant of the *Granicus*, Captain William F. Wise, at the battle of Algiers; and, for his conduct on that occasion, promoted to the rank of commander, Sept. 16th, 1816.

JAMES DAVIES, Esq.

OBTAINED a lieutenant's commission on the 11th Dec. 1807; served as first of the Severn frigate, Captain the Hon. Frederick W. Aylmer, at the battle of Algiers; and was promoted to the rank of commander, Sept. 16th, 1816.

GEORGE M'PHERSON, Esq.

ENTERED into the royal navy, in 1800, as midshipman on board the *Dragon* 74, Captain (afterwards Sir George) Campbell; under whose flag (as rear-admiral) he subsequently served in the *Canopus* 80, on the Mediterranean station. From thence he went, in the same ship, bearing the flag of Rear-Admiral (afterwards Sir Thomas) Louis, and forming part of the squadron under Lord Nelson, to the West Indies, in pursuit of the combined fleets of France and Spain, under Mons. Villeneuve. After Sir John T. Duckworth's battle, off St. Domingo, Feb. 6th, 1806, he sailed for England in the *Brave*, prize 74, the fate of which ship is recorded in Vol. I. Part II. p. 594.

We next find Mr. M'Pherson serving in the *Canopus* at the forcing of the passage of the Dardanelles; and, if we are not misinformed, it was he who commanded the boat which rescued Captain (now Sir Henry) Blackwood, from a watery grave, when the *Ajax*, an 80-gun ship, under the command of that officer, was destroyed by fire, near the island of Tenedos, in the night of Feb. 14th, 1807*. During the subsequent fruitless negotiations with the Turks, he assisted in a disastrous attempt to drive a party from Prota, an island in the Sea of Marmora †.

After Sir John T. Duckworth's retreat from before Constantinople, the *Canopus* accompanied him to Egypt, whither a conjunct expedition had already proceeded, under the com-

* See Vol. I. Part II. p. 648, *et seq.*

† See Suppl. Part. II. p. 138, *et seq.*

mand of Major-General Fraser and Captain Hallowell (now Sir Benjamin H. Carew). While there, Mr. M'Pherson greatly distinguished himself in command of some gun-boats occupying an important position on Lake Mareotis. In Mar. 1808, he was made a lieutenant, and appointed to the Warspite 74, fitting out at Chatham. From that ship he removed into the Caledonia 120, bearing the flag of Lord Gambier, previous to the attack upon a French squadron in Aix Roads, April 11th, 1809. Subsequent thereto, he displayed great zeal, judgment, and ability, as a volunteer in the flotillas employed against Walcheren and in defending Cadiz; on which latter service he appears to have been shot through the left leg and in his breast, while gallantly preventing the escape of a prison-ship, having on board five hundred Frenchmen, well provided with small-arms. For these injuries he was granted a paltry pension of 45*l.* 12*s.* 6*d.* per annum, Aug. 22d, 1811. He afterwards served in the Egmont 74, Captain Joseph Bingham; Warspite, Captains the Hon. Henry Blackwood and Lord James O'Brien; Liffey frigate, Captain John Hancock; Vengeur 74, Captain Thomas Alexander; and as first lieutenant of the Glasgow frigate, Captain the Hon. Anthony Maitland, at the battle of Algiers. His promotion to the rank of commander took place Sept. 16th, 1816.

Gifted with the advantages of a powerful mind, regulated by the most scrupulous sense of honor, and devotion to the duties of his profession, the subject of this sketch gained, in a high degree, the confidence of his superiors, and secured the admiration of all who witnessed his conduct. The same energy of mind and firmness of character which distinguished him as an officer, prompted him in his retirement to further usefulness in the service of the public, as an active and faithful magistrate. In the more private walks of life, his warm and hospitable disposition, cheerful, though modest and unassuming manner, and his sincere and steady friendship, eminently fitted him to promote the happiness of social intercourse. He died at Milltown Cottage, Ordesier, Inverness, in May or June, 1824.

JAMES BOYLE BABINGTON, Esq.

PASSED his examination, and was made a lieutenant, in April, 1810. He subsequently served in l'Aigle frigate, Captain Sir John Louis; Woodlark sloop, Captain William Cutfield; and as first of the Impregnable 98, bearing the flag of Rear-Admiral (now Sir David) Milne, at the battle of Algiers. He obtained the rank of commander Sept. 16th, 1816; and was afterwards employed in the coast-guard service, between Great Yarmouth and Burnham. This officer died in 1826.

ROBERT HAY, Esq.

PASSED his examination in Mar. 1812; obtained a commission on the 13th Aug. following; and subsequently served under Captains John Ferris Devonshire and John Coode, in the Albion 74; of which ship he was first lieutenant at the battle of Algiers. His promotion to the rank of commander took place Sept. 16th, 1816.

In May, 1821, this officer won the prize given by the Edinburgh Royal Company of Archers, after a contest of three days in Hope Park. On the 14th June, 1822, he was appointed to the Delight sloop, fitting out for the Cape of Good Hope station; and on the 23d Feb. 1824, he perished, with all his officers and crew; owing to that vessel having been taken a-back in a heavy gust of wind, which sent her down stern-foremost, when about to enter Port Louis.

JAMES SYMONS, Esq.

Son of the late Lieutenant James Symons, of the royal naval hospital at Plymouth.

This officer was made a lieutenant in Feb. 1808; appointed to the Vestal troop-ship, about Aug. 1810; and sentenced to be dismissed from H. M. service, Oct. 27th, 1811, for disobedience of orders and neglect of duty, in having suffered

Mr. William Nicholls, master of an American merchant brig, to go on shore and be at large, contrary to the express directions of his captain; when the said Mr. Nicholls was under detention on a charge of having, after the brig which he commanded had been detained and ordered to Plymouth, overpowered the prize crew, and turned them adrift in a boat ninety miles distant from the land.

In 1813, we find Mr. Symons restored to his former rank, and serving under Captain (now Sir David) Milne, in the Venerable and Bulwark 74's. His last appointment was to the Leander 50, fitting out for the flag of the same officer, as commander-in-chief on the Halifax station; of which ship he was second lieutenant at the memorable battle of Algiers. He obtained a commander's commission on the 17th Sept. 1816; married, Sept. 1st, 1818, Miss Jacobson, of Plymouth; and died, we believe, in 1829.

RICHARD HOWELL FLEMING, Esq.

Knight of the Royal Sicilian Order of St. Ferdinand and of Merit.

THIS officer first embarked in April 1793, at the age of fourteen years, as a volunteer on board the Solebay frigate, Captain William Hancock Kelly, in which ship he was present at the reduction of Martinique, St. Lucia, and Guadeloupe, by the military and naval forces under Sir Charles Grey and Sir John Jervis, in March and April, 1794. On his return from the West Indies, in Nov. 1795, he was discharged and sent home by Captain Kelly's successor (the present Sir Henry W. Bayntun), a favor not extended to any other of the crew. In Feb. 1796, he again volunteered, and was received on board the Romney 50, fitting out for the flag of Sir James Wallace, in which ship he served under Captains Frank Sotheron, John Bligh, and John Lawford, on the Newfoundland and North Sea stations, until invalided on account of a severe hurt in his knee, in Oct. 1798. When recovered, he shipped himself on board an East Indiaman, in which he made one voyage out and home; and on his return to Eng-

land, in June, 1800, joined a transport employed in carrying stores to the West Indies and Mediterranean, until paid off in May, 1802. He then entered into the revenue service, and continued till June, 1804; when we find him once more volunteering to serve afloat, under the flag of Sir Edward Pellew, with whom he soon afterwards sailed for India, in the *Culloden* 74.

While on that station, Mr. Fleming was successively removed into the *Howe* and *Cornwallis* frigates, the *Harrier* sloop, and *Sir Edward Hughes* 38; in which latter ship he returned home, under the command of Captain Edward Ratsey, about Oct. 1807. He afterwards re-visited the West Indies, in the *York* 74, Captain Robert Barton; and was appointed acting lieutenant of that ship by Sir Alexander Cochrane, Dec. 14th, 1808. During the subsequent operations against Martinique, he commanded a division of 100 seamen, landed to act in conjunction with the army under Lieutenant-General Beckwith. His first commission bears date Sept. 26th, 1809; previous to which he had witnessed the reduction of the island of Walcheren.

The *York* was next employed on the Mediterranean station, where Lieutenant Fleming appears to have served in that ship, and the *Conqueror* and *Ajax* 74's, under Captains Barton, Edward Fellowes, and Sir Robert Laurie, until appointed by Sir Edward Pellew to the command of the *Py-lades* (afterwards *Carlotta*) gun-brig, in Jan. 1812. While belonging to the *Conqueror*, he was sent with three boats under his orders to attempt cutting out an enemy's armed vessel, lying at Anus, in the Gulph of Genoa; but it being mid-day, and the military having collected in great force, he found himself under the necessity of relinquishing his object, with the loss of seventeen or eighteen men wounded—some mortally and all the rest severely. In the *Carlotta*, he captured several small vessels, including a French privateer, and partook of various services on the coasts of Tuscany and Genoa.

In April, 1813, Mr. Hugh Stewart Morris, midshipman of the *Carlotta*, was tried by a court-martial, for disobedience of

orders, for embezzling, or designing to embezzle, the cargo of a prize settee, and for attempting to desert; as were also Francis Baynson and François Richie, seamen, for aiding him therein, and attempting to desert. It appeared in evidence, that the settee was detained on the 18th Oct. 1812, and the prisoner Morris sent on board to take charge of her, with orders to accompany the Carlotta to Malta. He, however, parted company on the night of the 19th, and went to Port St. Vito, from thence to Palermo, where he remained twenty days, and sold great part of the cargo. The morning after he sailed from Palermo, he proposed to the crew to sell the vessel and every thing remaining on board: he then directed the oakum to be picked out of her bottom, so as to cause a leak forward; and having anchored between Rochelle and Cephalu, landed the remainder of the cargo, and agreed with a Sicilian to sell it and the wreck for 373 doubloons; having done which, two holes were made underneath the counter, and the settee run on shore. From Cephalu, Morris and part of the crew, with whom he had divided the money, proceeded to Messina, where they continued some days, and were apprehended by the British deputy-quarter-master-general, as they were on the point of taking a boat to go over to Calabria. The Court decided that the charges had been proved against the three prisoners, and adjudged the following punishments; *viz.* Hugh Stewart Morris to be mulcted of all pay and prize-money then due to him, to be imprisoned two years in solitary confinement, and to be rendered incapable of ever again serving His Majesty, his heirs and successors, either as an officer or petty-officer. Francis Baynson to be mulcted of all pay and prize-money due to him, and to receive two hundred lashes. François Richie to be mulcted of all his pay and prize-money, and to be disposed of as a prisoner of war.

The Carlotta was paid off in Feb. 1815; and Lieutenant Fleming soon afterwards joined the Impregnable 98, bearing the flag of Sir Josias Rowley, from which ship he was appointed to the temporary command of the late Neapolitan sloop of war Joachim, May 22d following. In that vessel, he

conveyed despatches from Naples to Palermo; announcing the surrender of the former capital; and subsequently served as a volunteer at the siege of Gaieta. The Impregnable appears to have been put out of commission in December, 1815.

Lieutenant Fleming's last appointment was, July 3d, 1816, to the Queen Charlotte 120, fitting out for the flag of Lord Exmouth, and destined against Algiers. During the attack upon that "warlike city," he commanded with great credit a battering-vessel (No. 5), mounting one 68-pounder; and after expending all his ammunition, blew up an ordnance sloop, charged with 143 barrels of gunpowder, close under the semicircular battery to the northward of the lighthouse; which must have operated very successfully as a diversion in favour of the severely mauled Impregnable. He obtained the rank of commander on the 17th Sept. 1816.

This officer was the first person who fully represented the sufferings of the Christians in slavery at Algiers; for which, and his subsequent services, the King of the Two Sicilies was pleased to confer upon him the Order of St. Ferdinand and Merit. He married, Jan. 8th, 1821, Eliza, daughter of P. George, Esq. of Berkeley Square, Bristol.

JOHN DAVIES (*b*), Esq.

OBTAINED the rank of lieutenant on the 2d Feb. 1809; and served as such under Captain Nicholas Lockyer, in the Hound sloop, off Flushing; and Captain James Macnamara, in the Edgar and Berwick 74's, on the Baltic and Channel stations. We lastly find him in the Queen Charlotte 120, bearing the flag of Lord Exmouth, at the battle of Algiers. He was made a commander on the 8th Oct. 1816.

PHILIP LE VESCONTE, Esq.

A SON of the late Mr. Philip Le Vesconte, who lost a leg in Earl Howe's action, June 1st, 1794, and died purser of

the Royal William 84, flag-ship at Spithead, May 25th, 1807.

This officer was wounded on board the Monarch 74, Captain James Robert Mosse, at the battle of Copenhagen, April 2d, 1801; and wrecked in the Magnificent 74, Captain William Henry Jervis, near Brest, March 25th, 1804; on which latter occasion eighty-six of his shipmates were taken prisoners. He obtained the rank of lieutenant in May, 1801; and served for several years, previous to and since the peace, as first of the Elephant and Queen 74's, the former ship commanded by the present Rear-Admiral Austen, in the North Sea and Baltic; the latter bearing the flag of the late Sir Charles V. Penrose, on the Mediterranean station. His commission as commander bears date Nov. 7th, 1816.

JOHN PAYNTER, Esq.

OBTAINED his first commission in Aug. 1810; served as flag-lieutenant to Lord Exmouth, in 1815; and was advanced to his present rank, Nov. 7th, 1815.

LEWIS CAMPBELL, Esq.

SON of a Greenock merchant, and first cousin to Thomas Campbell, Esq. the celebrated poet.

This officer was made a lieutenant on the 7th Jan. 1802; and appears to have served successively as first of the Ville de Paris 110, Captain (afterwards Sir George) Burlton, on the Mediterranean station; Stirling Castle 74, Captain Sir Home Popham, employed in conveying the late Marquis of Hastings from England to Bengal; and Cornwallis 74, bearing the flag of Sir George Burlton, when commander-in-chief in the East Indies. He obtained the rank of commander on the 15th Nov. 1816; and died at Bothwell Mount Cottage, near Glasgow, in Aug. 1825. His brother, Robert Campbell, Esq. was made a commander in 1821.

RICHARD BLUETT, Esq.

OBTAINED a lieutenant's commission on the 7th May, 1800; and served as first of the *Raisonnable 64*, Captain (now Sir Josias) Rowley, who in his official letter to Vice-Admiral Bertie, reporting the capture of *St. Paul's*, in Isle Bourbon, says, "I have given the charge of *la Caroline* (French frigate) to Lieutenant Bluett, to whose steadiness and good conduct I feel much indebted, both on this and other occasions." At the close of the late war with France, he was senior lieutenant of the *Princess Caroline 74*, Captain Hugh Downman. His promotion to the rank of commander took place Dec. 6th, 1816.

JOHN ROBERTSON (a), Esq.

WAS made a lieutenant on the 26th Jan. 1805; and commander Dec. 9th, 1816. Previous to his obtaining the latter rank, he had served in the *Belle Poule* frigate, Captain (afterwards Sir James) Brisbane; and *San Josef* and *Queen Charlotte*, first rates, bearing the flags of the late Sir Charles Cotton and Viscount Keith, successive commanders-in-chief on the Channel station.

JOHN PENGELLY PARKIN, Esq.

PASSED his examination, and obtained a commission in Sept. 1814; subsequently served as flag-lieutenant to Sir Richard King, on the East India station; and was promoted by that officer to the command of the *Bacchus* sloop, Dec. 12th, 1816.

THOMAS WENTWORTH BULLER, Esq.

OBTAINED his first commission on the 8th Dec. 1812. His subsequent appointments were, Feb. 5th, 1813, to the *Indus 74*, Captain (now Rear-Admiral) William Hall Gage, fitting

out for the Mediterranean station ; April 16th, 1814, to the Diomedæ troop-ship, Captain Charles Montagu Fabian ; and, June 16th, 1815, to be flag lieutenant to Sir John T. Duckworth, port-admiral at Plymouth. His promotion to the rank of commander took place April 19th, 1817.

This officer married, Oct. 24th, 1827, Ann, only daughter of the late Edward Divett, of Bystock, co. Devon, Esq.

ROBERT ROCHFORD FELIX, Esq.

SON of Dr. Felix, of Bristol. This officer obtained a lieutenant's commission on the 20th Sept. 1806 ; and subsequently served under Captains James Macnamara, Paul Lawless, and Francis W. Austen, in the Edgar 74, Vautour sloop, and Elephant 74, on the North Sea and Baltic stations. He was promoted from the Salisbury 58, bearing the flag of Rear-Admiral John E. Douglas, at Jamaica, to the command of the Rifleman sloop, June 10th, 1817. We afterwards find him in the Beaver 10, on the same station, where he continued until Oct. 1818.

CHARLES MOORE (b), Esq.

WAS made a lieutenant on the 26th Jan. 1813 ; and served on shore, under the command of Captain (now Sir Charles) Rowley, at the reduction of Trieste, by the Austrian and British forces under General Count Nugent and Rear-Admiral Fremantle, in the month of October following. He was appointed flag-lieutenant to Sir Charles Rowley, on that officer assuming the chief command in the river Medway, Aug. 1816 ; and we subsequently find him lent to the Royal Sovereign yacht, Captain Sir Edward W. C. R. Owen, employed in conveying Louis Philippe, Duc d'Orleans, now King of the French, from England to Calais. The following is translated from the *Moniteur* :

“ Calais, April 17th, 1817.

“ Yesterday, about 9 A. M., the Eleanor, from Nantz to Dunkirk,

with corn, burthen 72 tons, with a crew of seven men, was driven on shore eastward of our harbour, during a strong north-west gale. Certain death seemed to await the unfortunate crew, who uttered the most piercing cries. At the instant when all seemed to be over with them, for one or two had been washed away, a boat sent from the Royal Sovereign yacht was seen darting through the surf, manned by Lieutenant Charles Moore and eight British seamen. Commodore Owen placed himself at the extremity of the jetty, and, although repeatedly almost washed away by the sea, by his voice and gestures animated and directed the boat's crew. The danger of those remaining on board increased every instant, and in a few minutes four were successively forced into the deep. The three survivors were seen imploring succour in the most agonizing manner: the generous and intrepid Moore neglected no efforts, and finally succeeded in saving, by means of a rope thrown from the boat, two of the crew, with whom he returned to the jetty, not being able to keep his boat longer above water. Captain Wilkinson of the Dart Packet, belonging to Dover, then threw himself into the boat, to lend his assistance, and she put off for the wreck once more. The last of the Eleanor's crew still remained alive, and had lashed himself to the mast. The boat had again reached the wreck, when Lieutenant Moore, who stood up to give directions to his men, and to encourage the half-drowned Frenchman, was suddenly struck by a tremendous wave, and thrown into the sea. Consternation seized on all his companions, and they were struck motionless, when their brave officer again made his appearance, swimming alongside. He had passed under the bottom of the boat. Notwithstanding his accident, he, with the utmost coolness, ordered her again to be rowed to the wreck. By this manœuvre, the spirits of the unfortunate Frenchman were revived; and he rather hastily loosened himself from the mast, then precipitated himself into the sea. He was seen on the surface for an instant, and every exertion was made to save him; but he sunk to rise no more. The boat then returned to the jetty, and the gallant officer and crew received the thanks and congratulations of a thousand spectators."

For his conduct on this occasion, Mr. Moore was promoted to the rank of commander, June 24th, 1817. He married, in 1819, at Grantham, co. Lincoln, Elizabeth Ann, second daughter of the late Rev. Richard Palmer.

JOHN COLPOYS HEASLOP, Esq.

PASSED his examination in Oct. 1813, and was made a lieutenant on the 6th of the following month. He subse-

quently served under Captain John Martin Hanchett, in the Diadem troop-ship; Captains Farmery P. Epworth and George M'Kinley, in the Bulwark 74; Captain Charles Buller, C. B. in the Akbar 50; and Captain Samuel Jackson, C. B. in the Niger 38; from which latter ship he was advanced to the rank of commander, June 24th, 1817.

WILLIAM ELLIOT WRIGHT, Esq.

OBTAINED his first commission on the 11th Dec. 1807; and subsequently served under Captains Pulteney Malcolm and Sir Michael Seymour, in the Donegal and Hannibal 74's. We next find him flag-lieutenant to the former distinguished officer, by whom he was appointed acting commander of the Griffon sloop, at St. Helena, Sept. 20th, 1816. On his return from that station, after having been confirmed by commission dated Aug. 20, 1817, he was tried by court-martial on a charge of smuggling fifty-three yards of crape and various other contraband articles, during the Griffon's stay at Portsmouth. The Court, after a long deliberation, sentenced him to be dismissed His Majesty's service. On this painful occasion, Rear-Admiral Sir Pulteney Malcolm and Sir Michael Seymour, the latter of whom happened to preside at the trial, gave him a most excellent and honorable character, as an officer and a gentleman; but the Court, under the circumstances of the case, and agreeably to the articles of war, felt bound to deliver such a sentence. He was restored to his former rank, however, in 1819.

ADDENDA,

TO POST-CAPTAINS OF 1798.

GEORGE JAMES SHIRLEY, Esq.

SON of Captain James Shirley, who obtained post rank on the 16th Feb. 1772, and perished in command of the *Vestal* frigate (together with all his officers and crew) on the banks of Newfoundland, in 1777; and grandson of Captain James Shirley, (seniority April 27th, 1762), who died in command of the *Dolphin* 20, on the East India station, in 1774.

This officer entered into the royal navy in the beginning of 1779; and served without a day's intermission from that period until advanced to the command of the *Mars* 74, by post commission dated April 26th, 1798. The flag-officers and captains under whom he passed the first eighteen years of his professional life, always in most active employment, were the late Lords Bridport and Hood, Sir Samuel Hood, Alexander Hood, Sir William Domett, and Sir Charles Morice Pole, the present Sir Philip C. H. Durham, and the late John Woodley. As midshipman and lieutenant, he was in many general and partial actions, particularly in the early part of the French revolutionary war. He has been several times wounded; and on one occasion would have lost an arm, by amputation, had not the attention of the surgeon been directed to an officer of higher rank just as he was about to commence the operation, having already applied a tourniquet to the broken limb. Fortunately for Mr. Shirley, before that gentleman could return to him, his assistant had set the arm, placed it in splints, and saved him from the intended mutilation.

After the mutiny at Spithead, Mr. Shirley was promoted from the *Royal George*, first rate, to the command of the

Megæra fire-vessel; and on the death of Captain Alexander Hood, who fell in action with the French 74 *Hercule*, he was posted into the *Mars*. By this time, however, from frequent exposure to wet and cold, the rheumatic gout had caught fast hold of him; and although not without many friends, possessing both the inclination and power to serve him, he was prevailed upon to accept the command of a division of sea-fencibles, which he retained from the first formation of that corps, in 1798, until its final dissolution, in 1810. He was superannuated with the rank of rear-admiral, June 2d, 1825.

BENDALL ROBERT LITTLEHALES, Esq.

THIS officer, after nearly twenty-six years most active service afloat, two more in command of the Liverpool district of sea-fencibles, and above four as pay-captain (or assistant commissioner) at Plymouth, was, at the end of the late war, placed on half-pay, and for want of interest could never afterwards obtain employment. It will be seen by reference to Vol. II. Part I. pp. 283—289, that he bore a part in two general actions during the American revolutionary war; that he personally assisted at the assault and capture of Fort Louis, during the siege of Martinique, in 1794; that he subsequently boarded and destroyed a French ordnance store-ship, mounting eighteen guns, under a battery at St. François, in the island of Guadeloupe; that he highly distinguished himself as first lieutenant of the Amazon frigate, and received some severe contusions in action with the French 80-gun ship *les Droits de l'Homme*, on the night of Jan. 13th, 1797; that he was immediately afterwards wrecked and taken prisoner, with the loss of his wardrobe and other private property; that he commanded the *Centaur* 74, for a period of about two years and four months, during which he served with the inshore squadron off Brest, and was handsomely spoken of by Commodore Sir Samuel Hood, for his assiduity and attention, at the reduction of St. Lucia; also that ill-health

was the sole cause of his not continuing in active service. We should have added, that he applied for the command of another ship, in the late war, as soon as he became convalescent; that he accepted the office of commissioner afloat at Plymouth, on being assured, though not officially, from what he considered the best authority, that, like his predecessors, he would be as certain of obtaining his flag as if he were serving at sea; that, when a war with Spain, on account of Portugal, was anticipated, he immediately volunteered his services; and that, on the promulgation of the Order in Council of June 30th, 1827 (prohibiting in future the promotion of captains who shall not "have commanded one or more rated ship or ships four complete years during war, or six complete years during peace, or five complete years of war and peace combined"), he most earnestly solicited, both verbally and by letter, any appointment which would give him a chance of qualifying himself for advancement as a flag-officer, agreeably to that regulation. All his efforts, however, proved unavailing, and he had the bitter mortification to be placed on the list of retired rear-admirals, July 22d, 1830.

This officer's second son, Edward Littlehales, served as midshipman under the flag of Sir Harry Neale, Bart. &c. in the *Revenge* 78, on the Mediterranean station; obtained a lieutenant's commission, appointing him to the *Success* 28, Captain James Stirling, employed in the East Indies, Mar. 11th, 1828; and continued in that ship, under the command of Captain William Clarke Jervoise, until paid off at Portsmouth, Dec. 16th, 1831. By reference to p. 447 of Vol. III. Part II. the reader will perceive that this young officer's exemplary conduct at the time when the *Success* was all but lost on a reef, whilst making for Cockburn Sound, in Western Australia, drew forth the expression of his persevering captain's warmest approbation; and we have to add, that the Lords Commissioners of the Admiralty highly approving thereof, were pleased to allow him to succeed the present Commander Edmund Younge as first lieutenant, and to remain in that capacity until put out of commission.

SIR NISBET JOSIAH WILLOUGHBY.

(See *Suppl. Part II. p. 195.*)

In Aug. 1832, this heroic officer was created a Knight Commander of the Royal Hanoverian Guelphic Order; previous to which he had received the subjoined flattering communication from His Majesty's private secretary :

“ Windsor Castle, July 28th, 1832.

“ Sir,—I have not delayed to submit your letter of the 21st inst. to the King, and I have been honored with His Majesty's commands to acquaint you, that he will have great satisfaction in taking the earliest opportunity of conferring upon you the Commander's Cross of the Guelphic Order, and to assure you, that His Majesty is persuaded that he cannot grant this distinction to any individual who is more deserving of it, or whose character and services will do more credit to the Order. I have the honor to be, Sir, &c.

(Signed) “HERBERT TAYLOR.”

“ The King has ordered me to add the expression of his sincere concern that you continue to suffer so much from your wounds. I beg to return General Steinhcil's letter.”

HON. JAMES ASHLEY MAUDE.

A Companion of the Most Honorable Military Order of the Bath, and Knight of the French and Russian Orders of St. Louis and St. Anne.

(See *Suppl. Part III. p. 249, et seq.*)

This officer is the third son of Cornwallis, *first* Viscount Hawarden, by his third wife, Isabella Elizabeth Stanley, sister to the first Viscount Monck. His ancestor, Christopher Maude, a member of the Irish House of Commons, emigrated from Yorkshire, and settled at Dundrum, co. Tipperary, about the year 1639.

Mr. JAMES ASHLEY MAUDE entered the royal navy in 1799, as midshipman on board the *Barfleur* 98, Captain James Richard Dacres; and shortly afterwards joined the *Prince*, another second-rate, then bearing the flag of Sir Roger Curtis, and employed in the blockade of Cadiz; but subsequently the flag of Sir Charles Cotton, and attached to the Channel fleet. We next find him proceeding to join the *Queen Char-*

lotte 110, bearing the flag of Lord Keith, which noble ship, however, was accidentally destroyed by fire, near the island of Capreja, Mar. 17th, 1800, only two or three days previous to his arrival at Leghorn*.

After this providential escape, Mr. Maude followed his lordship into the Minotaur 74; and was present, in that ship, at the blockade and consequent surrender of Genoa, in the summer of 1800 †. On the 3d Aug. 1801, being then in the Phoenix 36, Captain (now Sir Lawrence W.) Halsted, he also witnessed the capture of a French 40-gun frigate, la Carrere, near Elba; and on the 2d Sept. following, the destruction of la Bravoure 46, and re-capture of a British 32, the Success, near Leghorn ‡.

The Phoenix returned home from the Mediterranean in June 1802; and Mr. Maude appears to have subsequently served under Captain Lord William Stuart, in the Crescent frigate, on the North Sea and Channel stations. His first appointment as lieutenant was, Mar. 29th, 1805, to the Namur 74, commanded by Captain L. W. Halsted, in which ship he assisted at the capture of a French squadron, consisting of one 80 and three 74's, the former bearing the flag of Mons. de Manoir le Pelley, Nov. 4th, 1805 §.

Shortly after this event, Lieutenant Maude was appointed to the Lavinia 40, in which frigate he continued, under Captains Lord William Stuart and John Hancock, on the Channel, Oporto, and Mediterranean stations, until Jan. 1809. By the latter officer he was frequently employed in boats on the southern coast of France, where we find him making several successful attacks upon the enemy's trade. His spirited conduct at the capture and destruction of a French convoy in the Bay of Rosas, Oct. 31st, 1809, on which occasion he was slightly wounded, is thus spoken of by Lord Collingwood, to whose flag-ship he had been removed from the Lavinia:

"Many officers in the fleet were desirous of being volunteers in this service. I could not resist the earnest request of Lieutenants Lord Vis-

* See Vol. II. Part I. p. 418, *et seq.*

† See Vol. I. Part I. p. 53. ‡ See *Id.* p. 431. § See *Id.* p. 289.

count Balgonie, the Hon. James Ashley Maude, and the Hon. William Waldegrave, of the Ville de Paris, to have the command of boats, in which they displayed that spirit which is inherent in them*."

In Nov. 1809, Lieutenant Maude received an order to act as commander of the Wizard sloop, in which vessel he was first employed, under Captain the Hon. C. Elphinstone Fleeming, of the Bulwark 74, in destroying all the batteries between Tarifa and Gibraltar, with the concurrence of the Spanish authorities; and subsequently, in convoying some transports laden with corn, from Sardinia to Cadiz. Whilst performing the latter service, he suffered severely from the effects of fever, and was consequently obliged to invalid. His commission as commander bears date Oct. 22d, 1810.

We now lose sight of Captain Maude until Feb. 15th, 1812, when he was appointed to the Nemesis 28, armed *en flûte*. In this ship, after escorting troops to Lisbon and Catalonia, he convoyed a fleet of transports to North America, where he was very actively employed, under the immediate orders of Rear-Admiral (now Sir George) Cockburn; particularly at the capture of Portsmouth and Ocracoke Island, in North Carolina, July 12th, 1813. In the rear-admiral's official letter, on this occasion, it is stated, that Captain Maude, "with much laudable zeal," attended to render him his personal assistance wherever circumstances might require it †.

When on his return from the Halifax station, Captain Maude fell in with the Actæon sloop, and assisted in capturing a French schooner privateer, of 14 guns and 95 men. He paid off the Nemesis, at Plymouth, in Mar. 1814; obtained post rank on the 11th of the same month; and was next appointed, Oct. 18th following, to the Favorite 26. In the beginning of 1815, he took out the treaty of peace, concluded at Ghent, between Great Britain and America; and on the 13th March, only nineteen days after his departure from Washington, he arrived at the Foreign Office with the ratification of the same, by the President and Senate of the United States.

* See Suppl. Part III. p. 159.

† See Suppl. Part. IV. p. 212.

After the battle of Waterloo, Captain Maude was despatched to India, with the intelligence of Napoleon's overthrow; and he appears to have reached Madras on the same day that the overland express arrived there. In July, 1816, he discovered several islands on the southern side of the Persian Gulph, previously unknown to European navigators. In June, 1817, the *Favorite*, then at Deptford, and about to be paid off, he commanded a division of boats, under the orders of Captain Andrew King, at the opening of Waterloo Bridge, by his late Majesty George IV.

Captain Maude's next appointment was, May 15th, 1824, to the *Dartmouth 42*, fitting out for the Jamaica station; where his boats, under the command of Lieutenant Henry Warde, captured two piratical vessels; one mounting a long 12-pounder on a pivot, and manned with about fifty well armed desperadoes, some of whom were killed, and twelve taken prisoners to Havannah.

Whilst thus employed in the protection of trade on the coast of Cuba, Captain Maude was recalled home, to take the command of the *Glasgow 50*, his appointment to which ship bears date Feb. 9th, 1825. In Oct. following, he took out Viscount Strangford, H. M. ambassador to the Court of St. Petersburg; and on his return from Cronstadt, towards the end of November, was sent to join the squadron in the *Tagus*, under the orders of Lord Amelius Beauclerk. He subsequently proceeded to the Mediterranean, and there received the insignia of a C. B. and the Orders of St. Louis and St. Anne, for his conduct at the battle of Navarin, Oct. 20th, 1827. The following are extracts of his commander-in-chief's official letter to the Lord High Admiral, reporting the issue of that action:

"The French frigate *Armide* was directed to place herself alongside the outermost (Turco-Egyptian) frigate, on the left hand entering the harbour; and the *Cambrian*, *Glasgow*, and *Talbot* next to her, and abreast of the *Asia*, *Genoa*, and *Albion*; the *Dartmouth* and the *Musquito*, the *Rose*, the *Brisk*, and the *Philomel*, were to look after six fire-vessels, at the entrance of the harbour. * * * * Captain Fellowes executed the part allotted to him perfectly; and with the able assistance of his little, but brave detachment, saved the *Syrene* (French flag-ship) from being

burnt by the fire-vessels. And the Cambrian, Glasgow, and Talbot, following the fine example of Capitaine Hugon, of the Armide, who was opposed to the leading frigate of that line, effectually destroyed their opponents, and also silenced the batteries."

Captain Maude continued on the Mediterranean station until Aug. 1828; and paid off the Glasgow, at Chatham, on the 8th of the following month.

This officer married, Oct. 18th, 1817, Albinia, second daughter of his Grace the Hon. Charles Brodrick, D. D., the Archbishop of Cashel.

THOMAS SMITH, Esq.

WE omitted to state in Vol. III. Part I., that this officer, while serving as midshipman under Captain (now Sir Thomas) Baker, was in the action between the Nemesis 28, and the Danish frigate Freya, near Ostend, July 25th, 1800*.

After the capture, by Sir R. J. Strachan, of the four French line-of-battle ships which had escaped from Nelson's victorious fleet off Trafalgar, he was sent to assist the present Captain Alexander Cunningham, then first lieutenant of the Hero 74, in conducting into port the Duguay-Trouin 74†. He was subsequently turned over from the Phoenix to la Didon, which frigate, as we have before stated, he had assisted in capturing; but as Captain Baker's expected appointment to the latter ship did not immediately take place, he was in a short time after this transfer placed under Captain the Hon. Henry Blackwood, in the Ajax 80; and he appears to have been mate of the watch when that ship took fire, near the Island of Tenedos, in the night of Feb. 14th, 1807. On that terrific occasion, he displayed great activity in endeavouring to subdue the flames; and when all hopes of arresting their progress were at an end, he, not being able to swim, retreated to the bowsprit, on which he remained till it took fire, obliging him, at all risks,

* See Vol. I. Part II. p. 830.

† See *id.* p. 831.

to jump overboard. Rescued from a watery grave by a boat belonging to the Thunderer 74, he was received on board the flag-ship of Sir W. Sidney Smith; and after the retreat of the British squadron from the sea of Marmora, we find him with Captain Blackwood, in the Warspite 74. He was taken prisoner by the two French national luggers mentioned in Vol. III. Part I. p. 273, while commanding a boat sent from the Lyra sloop to row guard off Quiberon; on which occasion he maintained a running fight with the enemy until all his ammunition was expended, and a midshipman and two of his men wounded. . . . When in command of the Cherokee sloop, in Nov. 1818, he conveyed the Archduke Maximilian of Austria to Ireland; and that august personage was so pleased with his attention that he presented him with a gold snuff box. In addition to the services thus briefly noticed, Captain Smith has been very actively employed at various other times, and borne a part in several severe boat actions.

ANDREW ATKINS VINCENT, Esq.

A Gentleman of the Privy Chamber to Her Majesty the Queen.

THIS officer is descended from a family of the same name long settled in Essex. He commenced his naval career in 1797, and served as midshipman on board the Victorious 74, Captain William Clarke, employed in the East Indies, until 1801; when he joined the Suffolk 74, and in that ship returned to England. We next find him serving under Captain William Henry Jervis, with whom he was wrecked in the Magnificent 74, near Brest, Mar. 25th, 1804.

About May following, Mr. Vincent rejoined Captain Jervis, then just appointed to the Tonnant 80, stationed off Ferrol. During a subsequent cruise in the Bay of Biscay, this ship had her main-mast much damaged, one man killed, and ten persons severely injured, by lightning. On the 26th Jan. 1805, her captain was unfortunately drowned, by the upsetting of a boat, while proceeding with despatches to the commander-in-chief of the Channel fleet*.

* See Vol. III. Part I. p. 274.

From this period until Jan. 1806, when he obtained the rank of lieutenant, Mr. Vincent served in *l'Unité 38*, Captain (now Sir Charles) Ogle, on the Mediterranean station. His first appointment, as a commissioned officer, was to the *Laurel 22*, Captain John Charles Woolcombe, in which ship he proceeded to the Cape of Good Hope station, where, after a long cruise off the Isle of France, we find him exchanging into the *Grampus 50*, Captain James Haldane Tait, with whom he returned home in the summer of 1809: previously receiving the thanks of Vice-Admiral Albemarle Bertie, for his activity in assisting to extinguish a fire on board the *Lightning* sloop of war. His subsequent appointments as lieutenant, were, about Feb. 1810, to be senior of the *Owen Glendower 36*, Captain William Selby, which ship was successively employed in blockading two French frigates at Cherbourg, in convoying the outward bound trade to Quebec, and assisting at the defence of Cadiz:—Oct. 2d. 1812, to the *Belle Poule 38*, Captain George Harris, then stationed in the Bay of Biscay, and afterwards forming part of the squadron under Rear-Admiral Penrose, employed in the river Gironde:—lastly, Nov. 24th, 1814, to the *Cornwallis 74*, fitting out for the flag of the late Sir George Burlton, commander-in-chief on the East India station.

While serving under Captains Selby and Harris, the subject of this sketch assisted in capturing the under-mentioned French privateers and American letters of marque, the latter with valuable cargoes, from New York and Charlestown, bound to Bourdeaux:

La Camille, lugger, of 14 guns and 58 men, Mar. 10th	} 1810.
L' Indomptable, cutter, 18 ——— 120 ———, Oct. 1st	
Grand Napoleon, schooner, 4 ——— 32 ———, April 3d	} 1813*.
Revenge, 4 ——— 32 ———, May 11th	

On the night of April 6th, 1814, Lieutenant Vincent witnessed the destruction by fire (to avoid being captured) of the French 74-gun ship *Regulus*, the corvette *Sans Souci*, and two brigs of war; which squadron, having been pursued

* Although mounting only four guns each, one of the Americans was pierced for 22, and the other for 16 guns.

up the Gironde, had sought protection under the guns of Fort Talmont. He subsequently commanded a division of seamen employed in destroying the enemy's batteries on the right bank of that river, and was one of the officers who received the public thanks of Lord Keith and Rear-Admiral Penrose for their distinguished conduct during the whole of the operations preceding the occupation of Bourdeaux*.

On the demise of Sir George Burlton, at Madras, Sept. 21st, 1815, Mr Vincent, his flag-lieutenant, was selected to carry home despatches from the Hon. Hugh Elliot, governor of that presidency; who was pleased, in the strongest terms and most handsome manner, to represent to Viscount Melville, then at the head of naval affairs, the ability and attention he had invariably displayed in the execution of his official duties. On his return to England, he was made a commander, by commission dated Feb. 6th, 1816; and, we believe, he soon afterwards became honored with the intimacy of our present most gracious monarch; from whom, when Duke of Clarence, he received a handsome sword as a mark of H. R. H.'s esteem and friendship. He attended the same illustrious personage, as equerry, at the funeral of King George the Third; and served in the capacity of naval officer at Deal during the period that H. R. H. held the appointment of Lord High Admiral. On the demise of King George IV., his august patron was graciously pleased to appoint him a gentleman of the Privy Chamber to her Majesty Queen Adelaide, and to confer upon him the cross of the Royal Hanoverian Guelphic Order. On the 14th May, 1832, having qualified himself for further promotion, by serving in the William and Mary yacht, Captain Samuel Warren, C. B. and Talavera 74, Captain David Colby, he was advanced to the rank of captain.

This officer has been twice wounded—once in the head, when boarding an enemy's vessel; and, on another occasion, through the thigh.

* See Suppl. Part II. pp. 287—293.

ROBERT BENJAMIN YOUNG, Esq.

(See *Vol. III. Part II. p. 403 et seq.*)

At the attack of Ovia, in the Island of St. Vincent, this officer had eight men killed and wounded in his own boat,—half of them belonging to the Thorn sloop, the others to H. M. 60th regiment. La Bonne Citoyenne and the frigates attached to the fleet under Sir John Jervis, at the battle off Cape St. Vincent, were not mere spectators on that occasion; they participated in the engagement, by exchanging several broadsides with various Spanish ships of the line. After this great victory, and while the said sloop was under repair at Gibraltar, Lieutenant Young volunteered his services, and commanded a gun-boat in two successful actions with a Franco-Spanish flotilla, of superior force, sent from Algeziras, to cut off some valuable British and other merchantmen making for the rock. Previous to his leaving la Bonne Citoyenne, he received a severe bruise by the heart of the main-top-mast falling (shot away) while he was training the fore-castle guns at a Spanish man-of-war steering for Cadiz.

FRANCIS CHARLES ANNESLEY, Esq.

(See p. 306.)

AFTER quitting the Pilot sloop, this officer served as lieutenant of the Grampus 50, Vestal 28, and Venerable 74. In 1814, he was successively appointed acting commander of the Satellite 18, and Spider 16.

JOHN DEBENHAM, Esq.

(See p. 313, et seq.)

THE prize line-of-battle ship in which this officer served under lieutenant (now superannuated Rear-Admiral) Alex-

der Wilson, was the *Alexander*, formerly a British 74. On his return from her to the Prince of Wales 98, he was sent for by Rear-Admiral Henry Harvey, who, to his great astonishment, told him that the lieutenant had written a letter in his favor, stating that it was in a great measure owing to his exertions that the said prize was got safely into port: the Rear-Admiral, after expressing entire approbation of his conduct, added, "if you continue to behave well, I shall always be your friend,"—a promise which that distinguished veteran, to whom he was previously but little if at all known, made a point of conscience and honor to perform, notwithstanding Mr. Debenham had, in the interim, fallen under his displeasure, by beating no less a personage than his own cook. On giving the young man a lieutenant's commission, he observed, "I will not let my personal anger stand in the way of fulfilling a promise made to one in every other respect deserving!"

The *Invincible*, to which ship Mr. Debenham was then appointed, had previously lost all her lieutenants, except one, by yellow fever; both he and her captain had suffered severely from the same dreadful disease; the master and half of the ship's company had fallen victims to it. Of the remainder of the crew, several were Irish seamen, liberated from French prisons in the year 1796, after having been well tutored how to act as apostles of rebellion in the British fleet*. Often, on board the *Invincible*, ropes were found to be cut, without any one but the recreants themselves knowing how or by whom; but they were such as only marked the malevolence of the wretches, without doing any harm. On the arrival of a ship from England, with intelligence of the general mutiny at Spithead, the *Invincible* was lying in Fort Royal Bay, Martinique. Shortly afterwards, while Captain Cayley was dining with the Admiral, and Lieutenant Debenham carrying on the duty of the ship as commanding officer, the men, instead of going aloft to furl sails when ordered, began to cry

* See *Memoirs of T. Wolfe Tone*, by his son.

out "No more irons—no more flogging." The captain of the main-top being foremost in this act of insubordination, was immediately collared by Lieutenant Debenham, and given in charge of the sentry at the cabin door: the marines were then got under arms, and the affair soon terminated without any act of violence, no other ship's company having evinced a similar rebellious spirit. The clamour raised against Lieutenant Debenham, of which we have taken notice in p. 313, was but a mere pretence, to get rid of an officer determined upon maintaining strict discipline.

When returning home as first lieutenant of the Favorite sloop, Mr. Debenham discovered that the magnetic force of an iron staunchion, placed by chance exactly under the double binnacle on the quarter-deck, had long affected the compasses to the extent of two points, without any one being aware of the circumstance.

This meritorious officer's second son, Frederick Debenham, now nearly twenty years of age, was placed on the list of candidates for a commission in the royal marines, by command of his present Majesty, when Lord High Admiral, in 1828; and is, we believe, still continued thereon by Sir James Graham; but, unfortunately, without much prospect of soon obtaining that appointment, for which alone he is now fit.

END OF VOL. IV. PART I.



f the
was
en in
were
hout
need
ieu-
313,
ined

rite
e of
uble
sses
e of

am,
au-
and
28 ;
ira-
ob-

